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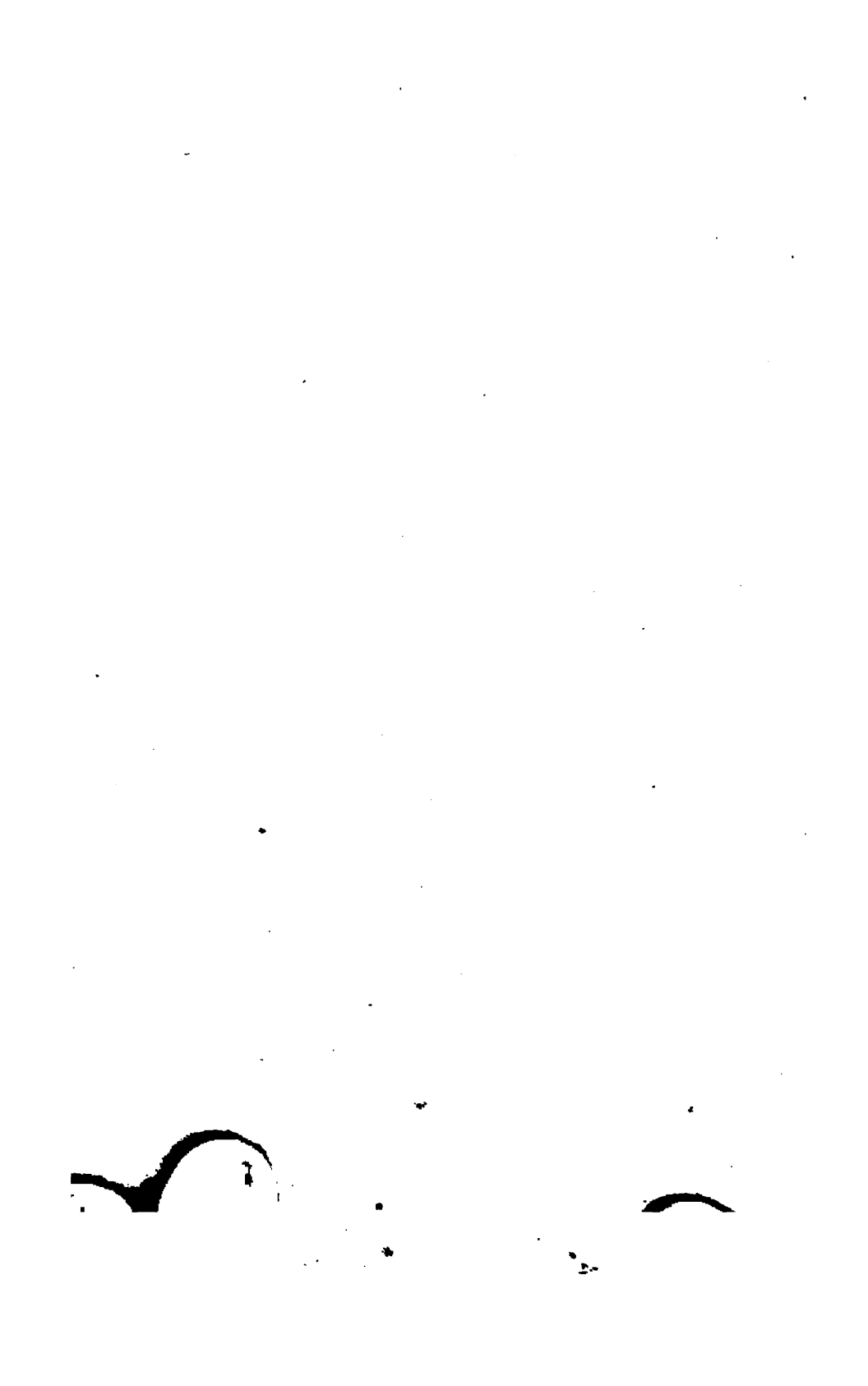
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The Second or Tunnel Section, is also commenced; and the reports of the miners are, up to the latest date, such as warrant the expectation that the materials will not be of a difficult description to cut through; and that this section of the work will be completed earlier than was expected.

The Third Section to Aidin is easy of construction, and as soon as the Second Section shall be sufficiently advanced, will be completed without delay or difficulty, in time to open these two Sections simultaneously.

The investigation into the traffic of the line has been attended with an equally satisfactory result; and the merchandise and passengers will far exceed the quantity and number originally anticipated.

The impression conveyed by this personal examination is conclusive and encouraging, both as to the progress of the works, and as to the prospects of of the line.

Reference  
to statistical  
details  
of Smyrna  
Railway.

3. The following is a brief abstract of the Concession, the traffic, and general prospects of the Smyrna Railway, as taken from the documents of the Company; but it may be desirable to add, in a separate form, the more full details from which these conclusions have been drawn, and which are contained in Mr. Wakefield's report of 1857, when he was despatched to verify the accounts of the traffic with the interior—and also to record the circumstance of the first stone of the terminal station at Smyrna, being laid by Lord Stratford de Redcliffe, on the 30th of October, both of which papers will be found in the Appendix (A. B):—

“The first Section of this Railway, about 70 miles

in length, will connect Smyrna, the most important Seaport in the Levant, with Guzel Hissar or Aidin, the great entrepôt of the internal trade of Asia Minor. It will bring the two places within three hours of each other, instead of four days, as at present.

“Smyrna contains a population of 160,000—possesses one of the finest harbours in the World, and takes the highest rank among the trading ports of the Mediterranean.

“The aggregate value of her imports and exports in 1856, taken from the most reliable sources of information, amounted to £5,000,000 sterling, and the tonnage inwards and outwards to 869,380 tons.

“The extraordinary fertility and resources of Asia Minor maintain Smyrna in her position as a trading emporium, notwithstanding all the disadvantages she has had to contend with from the total absence of even the most ordinary roads, and which has from time immemorial rendered imperative the exclusive use of Camels and Mules. When the goods are packed at Aidin, the deterioration now caused, particularly in delicate products, by the frequent lading and unlading consequent upon the nightly rest of the Camels, will be avoided. The loss by damage arising from the death of animals and from numerous other casualties, which frequently occur during the conveyance from Aidin to the port of shipment, Smyrna, will all be obviated by the Railway.

“The physical features of the neighbourhood of Smyrna, which is surrounded by mountains, force the traffic along two principal routes—one to the North, skirting the sea coast, and leading, by a circuitous path, to Magnesia and Cassaba, and from thence to the Northern and North-Eastern parts of Asia Minor—the second to the South-East, opening upon the celebrated province of Aidin. The varied elevations of this part of the country, the genial temperature of the climate, and the alluvial nature of the soil enable it to grow produce of all kinds from the rarest to the coarsest qualities. Tobacco,

the fig, the vine, the olive, the poppy, the cotton plant and mulberry tree are indigenous products, whilst wheat, maize, barley, beans, flax, hemp and a variety of pulse and oleaginous seeds are raised in large quantities. Valonia, yellow-berries, wool, goats'-hair, dye-stuffs, drugs, skins, honey, wax, &c., likewise abound.

"Guzel Hissar, more commonly called Aidin, is a thriving city, having about 60,000 inhabitants, and is the point of concourse for persons from all parts of the interior, who resort to that market for the disposal of produce in small parcels to the resident dealers trading with Smyrna, and for the purchase of foreign goods.

"According to a low average of the various estimates made by a special Commissioner sent out for the purpose, whose Report has been confirmed by all the principal resident Merchants of Smyrna, the goods traffic from Aidin to Smyrna employs 10,000 Camels and 500 Mules, at the cost of over £400,000 per annum. Independent of the 10,000 Camels which are constantly employed to carry the traffic between Smyrna and Aidin, there are at least 20,000 employed on various routes in conveying produce from the interior to the sea. When this Railway is completed to Aidin, the traffic conveyed by at least 10,000 of these 20,000 Camels will come to the line, thus at once considerably increasing the existing amount of traffic between the two places.

"It is evident, from the above data, that the present goods' traffic will give a dividend of twelve per cent. per annum, after deducting one-half of the receipts for working expenses, and the division of profits with Government over seven per cent.

"The Concession which has been granted and confirmed by an Imperial Firman accords the most valuable privileges. The following is an outline of the principal clauses.

"1. It is perpetual, subject to the right of purchase by the Ottoman Government upon agreed

and equitable terms at the end of fifty, seventy-five, ninety-five, and every subsequent twenty years.

"2. A guarantee of a dividend of six per cent. per annum for fifty years. The line to be opened in sections, and the guarantee to come into operation as each section is opened. The profits over seven per cent. to be divided with Government.

"3. All Government land and materials to be taken and made use of by the Company gratuitously.

"4. All materials for constructing, working, and renewing the Railway to be imported duty free.

"5. The power of working all coal mines within thirty miles of any part of the line, on payment of a fixed royalty.

"6. The privilege of erecting warehouses with a Custom House attached on the Company's premises at Smyrna.

"7. The engagement of Government not to grant a concession to any competing line.

"8. The unrestricted power of management."

Mr. Wakefield in his Report states:—

"Nearly all the opium grown in Asia Minor is shipped at Smyrna, one-half of it being grown at Afyon Kara Hissar. An average crop is from 1500 to 2000 baskets, valued at £100 a basket. The crop has yielded 4000 baskets, so that the district around Afyon Bala Hissar may be said to send from £75,000 to £100,000 worth of opium to Smyrna annually. From the top of the castle overlooking the plain, the view of well-cultivated land is boundless. The harvest of grain for two years, over and above the necessary consumption, is still in the stores here and at Sandykly, all owing to the high price of transport.

"Twenty-five miles lower down the river is the town of Aidin, containing 30,000 people with a surrounding population of 75,000.

"Fertile to excess, when the only means of transport is considered. Large bazaars filled to overflow-

ing with produce of all kinds that can find no market. Two years harvest of grain and valonia are still stored there with no means at present prices of finding transport to get it away. One third of the valley is only cultivated, and that is only scratched, with all sorts of evil influences to limit production. Water in abundance for mill power and irrigation; and yet the people at Aidin may be said to be starving in the midst of plenty.

“Everything is carried in hair bags, except fresh grapes, which are carried in large baskets, the bags are the property of the camel owners. Bad as it is, it is the best mode that a country, unskilled in mechanical contrivances, could devise. From Aidin to Smyrna is four days’ journey; and as the bags are removed from the camels’ backs every night, and put upon the ground, it may be imagined that the contents, be it flour, figs, raisins, or even valonia or dye roots, must, should the weather be wet, have six or seven inches up the bag entirely spoilt.

“Another great drawback in this country, arising from the scarcity of transport, is that the produce cannot all be sent to Smyrna when it is ripe, and in fine weather. Raisins are on the road now, which with a ready transport, should have been in Marseilles or Liverpool six months ago. This wretched state of things stops enterprise in the cultivation of the boundless fresh land, the improvement of the sample of cotton and other produce, the importation of better implements and modes of culture, as now, with the most frugal habits, the producer’s profit all goes to the camel owner.

“Should such a means of transport be carried out from Smyrna to Ala Sheyer, with branches to Magnesia and Kula; and from Smyrna to Afyon Kara Hissar, through the great Aidin Valley, touching at Oushak, no calculation can be made as to the increase of production. The subject is exhausted, when it is said that, in this fertile country, with a population of 1,000,000 interested in the railways from Smyrna to

Afyon Kara Hissar, favoured by nature with so fine a climate, *the means of transport is the sole limit to production.*"

4. The Trade of Smyrna has been most carefully ascertained by Mr. C. Zalloni, the Austrian Consul, and a copy of his tables of the Returns for 1857, is annexed (C)—the Imports for that year amounting to £2,447,493, and the Exports to £2,397,342.

Smyrna  
Exports  
and Im-  
ports for  
1857.

5. From Smyrna I proceeded to Constantinople, and after arranging some minor matters connected with the Railway, an opportunity offered for pressing upon the Ministers of the Porte, the advantage which would attend the more extended introduction of these works, and the necessity which existed, if they really desired to promote them, of establishing a system, and laying down the broad and comprehensive principles which they should resolutely abide by, and which should be such as would impart confidence to European Capitalists.

Need of  
system  
being esta-  
blished,  
suggested  
at Constan-  
tinople.

6. The discussion terminated in the request that I would give the Ministers my views and suggestions in writing, with the most earnest assurance that they completely felt and appreciated the importance of these works, and that they would do anything in their power to secure them for the country.

Advice re-  
quested by  
Turkish  
Ministers.

A communication was consequently made to the Grand Vizier (D), in which the following statement was submitted for the consideration of the Porte.

Reply  
annexed.

That the objections to embark capital in Railways in Turkey are—

- " 1. That no system exists.
- " 2. That no confidence is entertained, because no system exists.

" 3. The Government has several times to consider the same subject, instead of being in a position to decide definitively and once for all.

" 4. The arrangements are complicated, instead of being simple and uniform.

" 5. The terms and conditions of the concessions all differ, instead of being framed upon the same basis.

" 6. The capitalists of Europe, never knowing what changes may take place in future concessions, and who would willingly subscribe if the conditions were fixed and well understood, will not embark their money under any other system."

And that by the course recommended the following advantages will be obtained :—

"The simplification of arrangements, and the organisation of a system of regulations, conditions, and laws upon which all future concessions would be granted, and which would be amply sufficient to ensure its being acceptable on the one hand to the capitalists of Europe, and on the other, its meeting with the approval of the Government of His Imperial Majesty. By this method confidence would be established, and the acknowledged delays and inconveniences which now exist will be avoided."

Difficulties  
encoun-  
tered by  
Turkish  
Ministers,  
and readi-  
ness to co-  
operate for  
their re-  
moval.

7. The Ministers re-iterated their anxiety most strongly, to adopt any measures which should be acceptable to the European Capitalists, as they were aware that to them alone could they look for furnishing the means of their construction ; and complained that the fault of the delay did not rest with the Government of Turkey, who had given Concessions of different kinds as applied for by parties who promised largely, but who so frequently disappointed them.

They were consequently at a loss how to act ; but if such a system as now proposed could be established, they recognised its utility, and would remove every obstacle in the way of its being carried out effectually.

8. The suggested co-operation of all parties interested in Turkish Railways, to consider and decide in a committee in conjunction with committees appointed in London, Paris, and Vienna, upon the broad principles upon which these works should be carried out—upon the terms and conditions of the Concessions—and upon all the details of Bye-laws, Regulations, Tariffs, and other matters connected with the construction and working of the Railways, was clearly explained, and completely concurred in, as enabling the Government to do at once, that which they were now called upon to do for every new Concession,—as simplifying the whole question which so sadly needed it,—and as imparting that confidence to those who might embark in these undertakings, which at present they did not feel.

Co-operation of all parties interested, and appointment of Committees approved.

9. The evils now complained of will be more fully understood by a perusal of the communication addressed to the Turkish Government (D), and to the inclosure containing the Resolutions passed by the Constantinople Committee (E), which are mainly directed to the accomplishment of three desiderata, as preliminary to all future Railway enterprise :—

Reference to Minutes of Proceedings of Constantinople Committee.

- “ 1. The general survey and level of the country.
- “ 2. The settlement of the terms of concession, which shall be equitable as regards the Government, and sufficient to induce the capitalists to embark in these undertakings.



“3. The settlement of the tariff, bye-laws, and regulations of the companies.

“4. And generally to decide upon such points as from time to time may require modification, or alteration, according to circumstances.”

Beneficial  
effect of  
Railways  
in Turkey  
illustrated.

10. For the European reader it will be needless to dwell upon the vast benefits which attend the introduction of Railways; but for the information of those to whom this Report is equally addressed, and who have no experience of similar works in their own country, it will be useful to refer to the subject, and to its especial application to their country.

Mr. Meredith Townsend, the able editor of the “Friend of India,” and late proprietor of the “Calcutta Review,” in the March number of 1856, states :—

“To establish the direct communication between India and England, requires only the completion of a line of 500 miles from Belgrade to Constantinople, and of another of 1300 miles from Constantinople to Korna. The former runs through a civilised country with a great and half-developed trade, and a passenger traffic limited only by the existing means of conveyance. The latter runs half through rich countries, half through the poor but fertile valley of a mighty river, with the ocean at each end, and an easy communication with the Mediterranean in the middle, with labour procurable at all four termini, and carrying its own men, materials and iron.

“The transit traffic will pass through France even more completely than at present. Instead of a section of the passengers, French Railways will convey them all. Instead of a portion of our letters, the French Post may impose its charges upon the whole of the vast correspondence of the East. Instead of the

packages, small and few, which now proceed by the Marseilles route, all the light and valuable goods will pass through French territory. Indirectly also she will gain. Her trade along the great line must be largely increased. She is nearer to the Euphrates than England, and for many reasons more apt perhaps to succeed in an Oriental trade.

“To the empire of Austria, the Railway can bring only profit. It secures the carrying traffic of which it has for centuries been desirous. Trieste is within three days’ steam of Scanderoon, and when the line is complete within ten days’ journey of Bombay. What will the city become when that trade is poured in full stream into her lap, when Trieste is what Venice was, a medium of intercourse between Asia and the Continent.

“The Railway, once constructed, must be the channel of communication between Europe and Asia, the great artery through which the pulses of Asiatic trade must throb for evermore.

“While the independence of Turkey thus becomes even more vitally important than at present, the means of securing that independence are multiplied indefinitely. Austria could never be otherwise than willing to protect Constantinople, and from the completion of this Railway the power of protection would rest in her own hands. The Railway complete, and Austria favourable, Constantinople is absolutely impregnable. The material resources of the empire itself, which it is now so difficult to concentrate, would have a mode of access to the capital. All the strength of Russia, were it revived by twenty years of peace, and concentrated upon this one object, could never conquer a city thus defended. The problem, the solution of which now taxes the energies of the world, would then be solved, and the Sultan, really freed from the awe of his gigantic neighbour, might stride steadily and rapidly forward on the opening path of improvement.

“The commercial prospects remain alone to be

discussed. We do not write essays to prove that the sun shines; and that fact is scarcely more self-evident than that the line whose route we have indicated must be a paying speculation. The total length of the line from Belgrade to Bussorah, including the branch line from Bir to Scanderoon, is about 1900 miles. The experience of the Continent and of the United States, and the experience now being acquired in India, all point to the same truth. Railways stripped of their English adjuncts, land and litigation, cost about 10,000% a mile. At that rate the amount required for the line would be about 19,000,000% sterling. The receipts of the P. and O. Company alone were, in 1855, 1,600,000%. That the amount will be ten times as great it might not be very difficult to prove. All the passenger traffic and all the lighter goods' traffic of two continents will pass over one cheap line. The trade which built the cities of the Mediterranean, the trade which half supports England, the trade to obtain a share of which America discusses plans almost too gigantic for the imagination, must be carried through this one artery.

That the artery will be full is perceptible without more words of ours."

The general beneficial effects of constructing Railways in Turkey, may be epitomised by stating (very much in the same language I made use of so many years since, when endeavouring to urge their introduction into India) that—

"Railways have conferred the greatest benefits upon every country in which they have been introduced.

"Railways are constructed in every European and American state, and their almost indefinite extension is only limited by the amount of available funds.

"Railways have, when properly selected, been invariably attended with the following results:—Increased Government Revenue; increased value of

all property ; increased cultivation and produce, and extension of manufactures ; increased accommodation to all classes for intercommunication ; diminished cost of all descriptions of goods to consumers, and increased consumption by accession of numbers ; diminished risks of war and insurrection, with increased powers for their suppression ; a measure of universal benefit without a drawback or objection, if selected, and carried out under due provisions, with judgment and discretion.

“ Railways are practicable in and throughout Turkey.

“ Railways will cost less mile for mile of equal strength and durability, in Turkey than elsewhere.

“ Railways will return a higher rate of dividend in Turkey than elsewhere, for the reasons : 1st. That the Traffic in produce and merchandise is unusually large ; 2nd. That the passenger traffic is also considerable ; 3rd. That the cost will be very moderate (not exceeding 12,000*l.* to 14,000*l.* per mile complete) ; and, 4th. As the trade of the country has been hitherto obstructed by every conceivable natural difficulty, it is certain that it will be materially increased by a transition from the slowest, most insecure, most costly, and most irksome existing means of transport, to the most rapid, safe, and economical medium of a Railroad.

“ Railways in Turkey, if the results at all correspond with those obtained elsewhere, will realise pecuniary benefits to the parties whose capital is embarked—commercial and social advantages to the entire population—and revenue, power, stability, and security to the Government, to which there has been hitherto no parallel. The occasion has been already stated in the abrupt transition of an extensive country and vast population from one extreme to another, without passing through the intermediate stages of progressive improvement, and from the adventitious value which rapidity of transport especially possesses in a tropical climate, for persons as well as produce.

“Railways in Turkey should yield, under these conditions, a return which may be regarded as scarcely possible by those who do not know the resources and wants of the country.

“Railways have been found in Europe, when judiciously introduced, to increase the value of land from 100 to 600 per cent.—to augment the existing traffic from 75 to 350 per cent.—and to increase the number of passengers 400 per cent., even when the previous facilities have been considerable.

The inducements which alone will be considered sufficient to secure any considerable portion of private capital being at once subscribed towards these great works, must be clear, distinct, and definite.”

Mr. C. Alison, the eminent linguist, and Secretary to the Embassy, has recently furnished a Report upon the Commercial interests of Turkey, which deserves careful perusal.

Mr. Alison states that—

“It is not too much to say that the want of artificial means of transport is pre-eminent over all the collective evils which retard the progress of the Empire, in a degree which admits of no comparison.”

That the want of more efficient means of transport renders the cultivation of vast districts in the interior unprofitable, and everywhere imposes a tax on all exports, in proportion to their weight and the distance which they must be conveyed to the coast, which is fully four times greater than should obtain, or than is paid in America and other competing producing States ;

That the incidence of this excessive cost of transport checks the export of Turkish raw produce in a degree much greater than it checks the consumption of foreign manufactured goods in Turkey, and thus tends to subvert the reciprocity of trade, already under the Commercial Treaties injuriously affected,

by the amount of duty levied on exports in excess of that on imports ;

“That, finally, this great and universal want is at once the most obvious, and the most powerful, cause, for the low rate of progress which Turkey has hitherto made in material prosperity, as compared with other producing countries possessed of far inferior natural facilities for the production of raw produce, in excess of the wants of the country itself.”

Mr. Alison's Report is so directly pertinent to the question of extending Railway communication through Turkey, that I have deemed it advisable to add some extracts from it in the Appendix (F).

11. It is unnecessary to enter upon the general details of the future arrangements for the railways, which will be considered and adjusted by the Committees to whom any suggestions for the better administration of these undertakings should be submitted.

*Suggestions to be made to Committees for future improvements.*

12. The anxiety of the Government to encourage to the utmost in their power, the construction of railways, has been evinced by the appointment of a Department of Public Works, with especial reference to the railways and telegraphs. This commission has prepared a cahier des charges, or general code of regulations under which it was proposed to sanction future lines in Turkey.

*Government earnestness evinced by appointment of Commission. Cahier de Charges.*

A copy of this document is annexed (G) which as a basis is unobjectionable, but of which several clauses will require and receive material alteration.

13. The concession of the Smyrna Railway contains twenty-nine articles which, as they may be useful in reference to future lines, is added in the Appendix (H).

*Articles of Concession of Smyrna line.*

14. The Resolutions of the Constantinople Com-

Basis of operations shown in proceedings approved by Government.

Proceedings of Committee will be circulated.

Past experience shows need of enquiry suggested on previous occasion in 1857, but not then deemed necessary.

No practical difficulty arising from Government supervision.

Objections of Turkish Government to Smyrna and Aidin Co. as pioneer to more extended works.

Importance of avoiding competing lines.

mittee (E), will show the basis upon which it is proposed to proceed, and which has been submitted to, and received the entire approval and concurrence of the Turkish Government.

15. The Proceedings of the Committees in London, Paris, and Vienna, will be circulated among those interested for general information; and the London Committee will be convened for the purpose of discussing the question on an early day.

16. The proposal to inquire into the causes of the past indisposition to embark to any considerable extent in these works, was submitted in 1857, to the Earl of Clarendon, but it was not then deemed advisable to interfere with the regular course of commercial enterprise. The utter inability to proceed with the works which has been experienced by nearly all those who had undertaken them, offer conclusive evidence of the necessity for such changes as shall effectually remove the existing obstacles, and afford the necessary facilities for the safe and profitable investment of capital.

17. The supervision on the part of the Government has been attended with neither inconvenience nor delay, and no difficulty or obstruction will arise from this cause.

18. The Turkish Government will have reason to acknowledge the good service rendered by the Smyrna and Aidin Company if before the end of next year, as is confidently expected, a section of forty miles shall have been opened, and by its successful results impart a new impulse to industrial enterprise in Turkey.

19. It should be an object of especial care to avoid competing lines of Railway, and the Govern-

ment cannot be too careful in conceding any privileges which may have this tendency.

There is an ample space for all, and any such occurrence of opposing interest, would be alike injurious to the Government and to the Railway Companies.

20. The necessity for placing the entire question upon a well defined and intelligible system has already received confirmation, as in the case of the the Scutari and Sivas line, of which one branch was proposed to diverge by Ushak to Smyrna. Had this divergence been officially sanctioned, and had the concessionaires determined to proceed with it, and their shareholders concurred in their views, there would be two capitals expended in doing the same work, as the Smyrna and Aidin extensions already provided for, supply the means of communication to the same districts.

Illustrated in case of Smyrna and Scutari Sivas lines, which might have clashed if judicious arrangements had not been made.

These matters will now probably be satisfactorily adjusted before any evil effects are experienced; but the circumstance clearly indicates how imperatively the proposed measures are required.

21. The Government agree to give any land belonging to the Government, and to aid in obtaining all other land required, and no difficulty has yet been experienced in this respect.

22. The construction of a complete Railway System in a new country, upon a sound and permanently advantageous basis, presents comparatively few difficulties as compared with those which attend the subsequent endeavours to remedy the evils occasioned by the want of system in regulating their introduction.

Easier to commence upon a sound system, than to subsequently amend an imperfect one.

The general principles upon which Railways shall

Terms



agreed upon, care still necessary as to selection of the order of construction.

be made, the terms and conditions, bye laws and regulations having been settled to the mutual satisfaction of the Government of the country, and of the capitalists and public generally, who subscribe the necessary funds, great care and judgment will still be required to regulate the order of the construction of these works, with a view to their eventually constituting an arterial system, under which the whole country shall be most effectually provided with improved means of communication at the least possible expenditure, and taking care that the lines or sections first executed, shall be those most urgently needed, for the commercial and political interests of the country; that they shall also be sections upon which the returns are ascertained, to offer the greatest certainty of profit, and that branch and subsidiary lines should as a general rule give place to the previous completion of the principal trunk lines of the country.

First line required a direct line through the country. Minor lines now constructing will be beneficial as showing results to be expected from longer lines.

23. Applying these rules to the Turkish Empire, it will be seen by reference to the Maps, that the great want of the country is a line as direct as upon surveys it shall be proved practicable to carry it, connecting the European network of Railways with the port or ports nearest to the East; a line which, traversing European Turkey, either by the preferable direct road now in use across the Balkan from Belgrade, by Nisch, Sophia Philipoppoli and Adrianople to Constantinople, or by way of the pass near Aidos, which, irrespective of the objections to its being so much less direct, is considered by good authorities to be attended with far greater difficulties than the direct line.

In Asiatic Turkey this trunk-line will be continued

from Constantinople towards Kasaria and Sivas, and thence again, dependent upon the result of the surveys either to the south-east by Diarbekir, or to the south-westward by Iscanderoon, into the dooab of the Tigris and Euphrates, where the level character of the country to the shipping port of Bussorah on the Persian Gulf, offers considerable facilities for Railway works. These two divisions constitute the great Trunk-line of the country most needed, and to which the attention of the Government and European capitalists should be earliest directed.

It is manifest that not only the interests of Turkey, but of Europe, and in fact of the civilised world, would be advanced by the gradual construction of a line of Railway so comprehensive as is here indicated.

The whole of Europe, of Turkey, and of Asia would be brought into close connection, conferring mutual benefits in the interests both of civilisation and peace.

The less important sections of longer lines which have been already undertaken, and some of which are already in an advanced state, will not interfere with the progress of the great Trunk-lines, but on the contrary, will, from their early completion, and the certain remunerative results of their working, tend to impart considerable confidence in the future success of the other lines of Railway. The experience acquired upon these small sections will be of invaluable importance in the construction of those which follow.

24. The annexed maps show the general direction of the lines of Railway most required in European Maps show lines most required,

and those  
already ap-  
plied for  
and sanc-  
tioned

and Asiatic Turkey, omitting the branches, and less immediately urgent lines.

The Map (A) also shows the lines for which concessions have been obtained or applied for, and also a general view of the relation these lines bear to the through communication, *viâ* Constantinople, between the West and the East, as originally proposed by me in 1849-50; and of which these lines when constructed, will form constituent parts.

A general Map (B), showing all the Railway Lines sanctioned and proposed, as well as those which are likely to be hereafter undertaken in Turkey, will be published separately, with a view to avoid complication, and in order to admit of printing, without curtailment, the valuable statistical documents which have been obtained upon these lines.

Classifica-  
tion of  
lines re-  
quired and  
proposed.

They are necessarily approximative, and only laid down with a view to regulate the surveys and to point out the lines upon which it is desirable that capital should be earliest employed, as yielding the speediest and most certain profit—the exact direction which may be taken being necessarily dependent upon the result of the surveys. The lines above referred to are:

1. Ottoman Railway, first section, Smyrna to Aidin, 70 miles; extensions, 230 miles.
2. Constantinople to Adrianople, 160 miles.
3. Constantinople-Scutari to Sivas, 650 miles.
4. Samsoun to Sivas, 220 miles.
5. Euphrates Valley, 90 miles; extension, 800.
6. Schumla, Rustchuk, and Varna, 150 miles.
7. Danube and Black Sea, 35 miles.
8. Salonica and Monastir, 100 miles.

9. Adrianople and Belgrade, 400 miles.

10. Scutari, Sivas, and Euphrates Valley, 350 miles.

In all, ten lines of about 3000 miles, collectively.

25. The documents, which will be found in the Appendix, in reference to the traffic and statistics of the Smyrna, of the Kostendjee, and of the Rustschuk and Varna Railways, have been kindly furnished by the respective parties connected with them, and are here given to show the great value of these undertakings.\*

Smyrna and Rustschuk statistics given. Those of the great trunk line less necessary, will follow.

The statistics of the Adrianople, of the Samsoun, of the Scutari and Sivas, and of the Euphrates lines, which, as constituting, when completed, one continuous line, will be furnished hereafter in a separate form, are not necessary to estimate their importance. They constitute the great Trunk-line of the country, connecting the extremities of the empire, and traversing the richest districts in the world. They present such combined advantages as are rarely met with, and offer the most unqualified certainty of a very high rate of dividend, not alone upon the whole work, but also upon each section as completed—a point of no inconsiderable importance to those who embark in these undertakings.

26. The crossing of the Balkan Mountains is a Balkan question upon which the existing differences of opinion can only be decided by survey. Baron de Brück, the eminent Austrian Minister, considers the Aidon pass to the eastward as the preferable line of communication, for the reasons assigned in his letter dated 20th October, in which he states :—

Balkan crossing. Baron de Brück's views, and those of others from personal examination.

\* These Documents will be published separately, with the Map (B) of all the Railway Lines.

“The Austrian Government intend to prolong at the earliest possible moment the line from Temeswar by Hermannstadt and Kronstadt to the Wallachian frontier, from thence a company are preparing to conduct a rail-road across the Wallachian territory to Busco, and on the one side to Ibraila and Gallacz, on the other through Bukarest to Rustschuk; this latter is the point where a bridge may be established on the Danube, and from Rustschuk the line ought to be conducted by Schumla, Varna, Burgas, Adrianople to Constantinople, as on this road it would not only pass through populous and wealthy districts, but also avoid the great local difficulties, that a road through Servia and Bulgaria would present.

“The line from Temeswar through Transylvania and Wallachia to Rustschuk once completed, its continuation to Constantinople in the direction before stated, would in all probability not long be delayed.

“In British India the construction of railroads has made considerable progress, and after the final pacification of these valuable possessions, it may be presumed that her Britannic Majesty’s Government will find it advisable to urge with energetic means the prosecution of what remains to be done for the completion of the principal lines. Supposing therefore that the principal Indian lines will be achieved before long, and that the roads across the Continent of Europe to Constantinople will be executed in nearly the same space of time, the greatest part of the plan developed in the Brochure will be realised.

“The connection of these two great systems will then be appreciated in all its importance. Their junction in the direction of Iskenderun is that which appears to me to deserve a decided preference, as it would pass through very rich and populous countries, and connect them with that Mediterranean port.”

On the other hand, the authorities who strongly urge the adoption of the direct route by Belgrade Nisch, Sophià, and Philippopoli, express their conviction from personal knowledge, that this latter will be found, in every respect the most eligible line. These views are confirmed by the well-known traveller, Mr. Gardner, whose opportunities of personal examination of the principal part of European Turkey, impart an especial value to his opinions and advice. The survey of the alternative lines will probably be among the earliest operations undertaken, and the decision must rest upon the further information obtained.

27. The surveys of the great Trunk-line of the country which will be requisite to determine its direction, especially with reference to the passage of the mountain ranges of the Balkan, and of those which intersect the northern portion of Asia Minor, may be rendered available for ascertaining the geological and mineralogical features and resources of the country, for which purpose, an experienced geologist should accompany each survey party; and photographic views taken wherever it may be found advisable.

28. The surveys affect so immediately the interests of all parties concerned, that it may be advantageous to the Government of Turkey, and to the Railway Companies, that such an arrangement as the following should be made for carrying out this object.

A Provisional Association, to be constituted of all the Companies formed for constructing Railways in Turkey, for the express purpose of completing at the earliest possible period, the whole of the surveys first required—the issue of a short Prospectus to

Geological  
return and  
photogra-  
phic views  
to be made  
on surveys.

Proposal  
for co-ope-  
ration of  
all inter-  
ested to  
raise funds,  
1st, for  
surveys;  
2nd, for  
construc-  
tion of  
works.  
Beneficial  
effects of  
arrange-  
ment.

the public, to raise by a payment of 5*s.* per share, the sum necessary for these surveys—the limitation of all responsibility to subscribers beyond the amount of the 5*s.* paid—the privilege accorded to the holders of these scrips of taking a corresponding number of shares in the Companies, should they desire it, when the surveys are completed.

And as soon as the surveys shall have enabled the Directors of the several Companies, under the advice of their engineers, to determine the course of their lines, the remaining 19*l.* 15*s.* of each 20*l.* share will be called up in the usual instalments—the Companies acting independently for the construction of their different lines.

The effect of such an arrangement would be to give the public, without risk, and at a very small cost, the full information, by means of surveys and careful examination of the country, which they will require to enable them to judge of the advantage, and to make their election as to proceeding further in the undertaking. It prevents the risk of embarking in unprofitable lines, by having previously obtained all the information necessary to estimate their respective value, and by having in the interval finally agreed upon the terms and conditions of the contracts with the Turkish Government, to the satisfaction of all parties.

The Turkish Government should proceed upon the basis of limiting their concessions at first to moderate lengths of line, and allowing the works to be extended according to the progress which shall have been made upon the first sections.

Under these circumstances the Government would permit the immediate construction of the following

sections of longer lines; and so soon as the Companies to whom they have been entrusted shall have made such progress in these first sections as to satisfy the Government of their capability of undertaking additional works, the further extensions shall be proceeded with.

SECTIONS TO BE FIRST CONSTRUCTED.

1. Smyrna to Aidin . . . . .	70 miles.
2. Constantinople to Adrianople . . . . .	200 „
3. Scutari to Ismid and Akserai . . . . .	100 „
4. Samsoun to Amasia . . . . .	100 „
5. Seleucia to Aleppo . . . . .	90 „
6. Varna to Schumla . . . . .	40 „
7. Kostendjee to Tchernevoda . . . . .	35 „
8. Salonica to Monastir . . . . .	100 „
	<hr/>
	735 „

$$735 \times 14,000\text{L.} = 10,290,000\text{L.}$$

or about ten millions sterling. This amount of ten millions spread over three years, and involving an outlay of about three millions annually, will cover all expenses of construction, of payment for land, and for interest during construction.

This expenditure, it will be seen, is not limited in its application to a single locality, but will be applied in different parts of the country, and will not occasion undue or injurious competition for labour or materials.

29. The guarantee by the Porte of a minimum dividend upon the capital expended is a condition which has been approved of and adopted. The practice is found to be successful wherever it has been applied. One modification alone is required, to augment the value and public estimation of these guarantees, which deserves the serious consideration of the Porte. It has reference to the payments,



to meet which, a sum of money should be set aside every year by the Porte for Railway purposes, and remitted to London to be applied to the due and regular payment of the guaranteed interest. The effect of such an arrangement scrupulously observed, will be most advantageous, and conduce materially to establish confidence in these undertakings.

30. The existing practice of requiring the deposit of caution money is objectionable, and should be relinquished, as affording no real security for the performance of a contract, and as entailing considerable unnecessary expense on account of the risks incurred by the depositors, who require to be compensated proportionately. The most valuable security which can be taken by the Government will be found in the high character and acknowledged respectability of the parties who undertake the several contracts, which should be ascertained before the works are entrusted to them.

It is understood that the concessions for these lines have been either granted already, or are promised to the following parties.

No. 1. OTTOMAN RAILWAY COMPANY (in course of rapid construction).

No. 2. MR. ROBERT WILKIN, Constantinople.

No. 3. MESSRS. LONDON, PRICE, & EDWARDS.

No. 4. CENTRAL ASIA RAILWAY COMPANY.

No. 5. EUPHRATES VALLEY RAILWAY COMPANY.

No. 6. MESSRS. POSNO & CHARNAUD.

No. 7. DANUBE AND BLACK SEA RAILWAY COMPANY (in an advanced state of progress).

No. 8. MESSRS. ABBOTT & GRACE.

Reference  
to National  
Highway  
proposed in  
1849-50,  
and concur-

31. With reference to the future completion of these several links of communication between the East and the West, the extracts which will be found in the Appendix (I.) will explain my views

and objects, when, nearly ten years since, I brought the subject under the consideration of the Government and of the principal European States. rence of all the Euro-  
pean states.

The cordial concurrence of the several Governments in these views will be seen by reference to the extract from the "Calcutta Review" of March, 1856.\*

32. To Sir Henry Bulwer, H.B.M. Ambassador at Constantinople, I am much indebted for all the assistance I required, and the proposed arrangements for simplifying and more effectually carrying out the Railway System in Turkey have received the approval of His Excellency, as well as of the representatives of France and Austria, for whose consideration they were duly submitted.

33. Personally, I have no interest whatever in any of these undertakings, except as the present and temporary Chairman of one of the minor lines. My health will not permit me to extend my engagements or to undertake any new work. I am thankful to have been permitted the opportunity of rendering some little service in so good and great a cause, and I trust and believe that the early and productive fruits of these national undertakings will amply reward those who are embarked in them, and that they will do more for the whole Turkish Empire than could be accomplished by any other known means. Personally disinterested in these works, and anticipations of their success, and beneficial effects.

\* Republished by Weale, Holborn.

## APPENDIX.

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### A.

*Extracts from MR. F. WAKEFIELD'S Report upon Smyrna ;  
and its Producing Districts in 1857.*

SYMRNA, in Asia Minor, the first Commercial City in the Ottoman Empire, is situate at the Eastern end of the gulf of the same name, which itself is the eastern extremity of the Mediterranean. Placed as it is in the 38th parallel of N. Lat. it enjoys a fine climate; the heat of summer being moderated by the almost daily sea-breeze, locally called the "inbat," which at times blows with great force from the westward. When the "inbat" does not begin by nine A.M. the heat is very great; and when it does not begin before noon it only lasts an hour or two. The inbat blows from March to September, and its only bad effect is the throwing back the sea; thus preventing the free drainage of the city. The water supply is from the river Meles, which comes from the southward round Mount Pagus, on which the Genoese built their great fortress, now in ruins, some 400 years since. The city is inclosed by hills, on the eastern side, from seven to eight miles off, over a level plain, whilst on the southern and northern sides, the mountains are close to the town. The gardens, at the back of the city, are made upon the silt of the Meles, precipitated during the torrential rains of winter; and, from the neglect of ages in not giving the river a straight channel to the sea, the whole soil is wet and very unhealthy in summer.

The population of the city amounts to 160,000 people, comprising:—

30,000 Turks

70,000 Greeks

6,000 Armenians

12,000 Jews, and

42,000 Europeans of different countries.

The Government is administered by Mahmoud Pasha, assisted by a Council of nine Turks, two Greeks, one Armenian, one Jew,

and an Interpreter ; the Defterdar Ali Nihad Efendi being Vice-President.

The revenues are derived from an import duty of five per cent., and an export duty of twelve per cent., nine of which is paid by the producers, and three by the shippers. The imports amount to about 400,000 tons, and the exports to a like amount. The trade of the place is greatly on the increase, particularly in the articles of silk and grapes, which have partially failed in Europe. There are three silk factories at Smyrna employing 700 people ; the silk production being carefully fostered through the price of silk being double what it was last year.

The whole trade of the place is brought at once in review by the Tables published by M. Zalloni, of the Austrian Consulate, and received as authentic documents at all the other twenty-one Consulates.

The stores and places of business are very numerous, are mostly built of stone, and have immediate access to the wharf. They are vast and commodious, adjoining the bazaars and the commercial part of the city. The main street of the city is narrow and inconvenient, except where a fire destroying old wooden buildings, common to all Turkish cities, has given the inhabitants an opportunity of erecting stone edifices upon a more commodious plan. A great portion of the labouring population of Smyrna and the neighbouring villages, makes its harvest by working at the preparation for shipment of figs, raisins, valonia, &c., during the season of three months, which therefore is a time of great activity with all classes.

In 1856, the Custom-house at Smyrna was farmed out at 180,000*l.* ; the tythes of Smyrna and its dependencies at 65,000*l.* ; the taxes on property and corporations at 12,000*l.* ; in all 257,000*l.*

Almost every article of produce consumed, or shipped, at Smyrna is grown on the lands adjoining two large rivers, the "Hermus" and the "Meander," and their tributaries.

These two rivers have their source nearly at the same spot, the Hermus flowing in a westerly direction by Oushak and Kula to the plain of Magnesia, where it is joined at Kassaba by the tributary Cagamus flowing from Ala Sheyer, and, passing by Minimim, makes its exit into the Smyrna Gulf, where, unless care be taken, its continued deposits will affect the navigation between the castle and the northern side. The Meander is first known as the Banas Tchai, whilst the Hermes is first known as the Godes Tchai ; the former taking a south-westerly direction to Tripolis, where it is joined by the Sandykly Tchai, and then flows by Saraioiki and Naslii, through the great Aidin Valley to its exit into the Mediterranean, at the ancient Miletus, thirty miles south of Scala Nuova.

Thirty miles east from the source of these two rivers is the town of Afyon Kara Hissar, which takes its name from the opium (Afyon in Turkish) grown in its immediate neighbourhood. It is situate on the eastern water-shed of the great plains of Phrygia, and is some 500 feet above the source of the Banas Tchai; the waters from Afyon Kara Hissar flowing south-easterly into the Buldur Lake, in the direction of Konia and Isbarta. When prices are high at Smyrna, and the price of transport is moderate, produce is sent from the two latter places to Smyrna by Ala Sheyer. The opium from Afyon Kara Hissar is sent by mules through Oushak and Kula. Nearly all the opium grown in Asia Minor is shipped at Smyrna, one-half of it being grown at Afyon Kara Hissar. An average crop is from 1500 to 2000 baskets, valued at 100*l.* a basket. The crop has yielded 4000 baskets, so that the district around Afyon Bala Hissar may be said to send from 75,000*l.* to 100,000*l.* worth of opium to Smyrna annually. From the top of the castle overlooking the plain, the view of well-cultivated land is boundless. The harvest of grain for two years, over and above the necessary consumption, is still in the stores here and at Sandykly, all owing to the high price of transport.

This part of the country is two hundred and twenty miles from Smyrna, and the camel transport having much diminished through the exigences of the late war, there is great difficulty in getting transport at all, except for the opium, which is packed in small compass, and for which there is a constant demand. At this, the farthest of the Smyrna producing districts, the *means of transport is the sole limit to production*. This remark applies to the whole country, but more particularly to the fertile Afyon Kara Hissar, with its population of 25,000 people, besides many villages composing the Sandjack, or district. The immediate neighbourhood, even as far as Oushak, is not more hilly than the Wiltshire Downs in England; so that the carriage being easy by arabas, the bullock-cart of the country, thus far it remains there to be sent by camels to Smyrna.

Oushak is the centre of a very fertile district, well wooded, and cultivated by an industrious population. The town contains 25,000 people, with 102 villages dependent upon it, numbering 50,000 people. A great manufacture of carpets is carried on here, made of the sheep's wool of the country, by women, in the most primitive manner. The frame is in the open air, and the dyes, of exquisite colours, are made in the yard. The texture and patterns of the carpets are well appreciated in Europe. Some carpets are shown in the mosques at Oushak one hundred years old, still in good order, but they can be warranted for fifty years. Quantities of grain, dyes, valonia, and other things are produced here.

From Oushak to Ala Sheyer the camels proceed by Ineh and Jurrukoi, a mountainous road, over which arabas cannot pass. From Oushak to Kula mules alone can go, as from Jenisheyer, half-way between the two places; the track is like a pass in the Trosacks. Near Jenisheyer the Godes Tchai is first seen flowing from the north-east, and before it reaches the neighbourhood of Kula, being joined by several tributaries, becomes the Hermus. Rich mountains of iron ore abound in this neighbourhood; and, after crossing the river and leaving it to the right, the metallic district of Kula commences. The country is like an unworked Merthyr-Tydvil, laid bare of surface-earth, ready for the miners. Emery abounds here, and several other minerals.

Kula has a population of 12,000 people, and the neighbouring villages dependent upon it contain 40,000 more. Carpets are made and tanning is carried on here.

From this place to the valley through which the Cagamus joins the Hermus, there is a fine open cultivated country, losing all its mineral features on leaving the town. The camel road joins that from Ala Sheyer at Sandykly, and proceeds through Kassaba to a pass in the hills immediately in the rear of the city, and nine miles from it. From thence the road is over the plain to Smyrna, leaving Hajilar and Bournabat on the right.

The Hermus proceeds from Kassaba through a most fertile plain to Magnesia, and from thence some eight miles westward to a pass in the mountains dividing Magnesia from Minimin, through which no road can be made. The Minimin district is therefore entirely cut off from the remainder of the country, and sends all its produce across a level plain to the Scala in the bay, whence it is shipped in mahons to Smyrna.

The produce of the country north and east of Magnesia is immense; for, as M. Zalloni's tables show, 400,000 tons of produce shipped from Smyrna, the Aidin district only producing 100,000, and the islands and Minimin 50,000, the remaining 250,000 must come from Kassaba and its neighbourhood.

From the most reliable information that could be obtained as to the transport of this road, it appears, that at least 20,000 camels and 1000 mules and donkeys are employed upon it. From Oushak the carriage to Smyrna costs 7*l.* a ton, and carriage cannot be got at that high price. A great number of camels were destroyed during the war,—many through a firman obtained from the Porte for the wants of the army, and many through overwork induced by the war prices. But the real reason of the scarcity of transport is, the fact of the camel owners having become rich, and, therefore, they perform two journeys in the same time they formerly performed three.

The Banas Tchai runs through a plain close to Oushak before it

joins the Sandykly Tchai, and thereby forms one stream—the Great Meander at Tripolis. The whole of the produce from Denislii, Saraikoi, Pambouk Kalessi, and the fine country in this immediate neighbourhood, proceeds by camels through Ala Sheyer to Smyrna, that road being more direct than by Aidin.

Along the Meander, eighteen miles from Naslii Bazaar, is the village of Ortaxi, beyond which to the eastward, the fig of commerce is not produced. The whole valley of Aidin from this place to the sea produces figs of the finest quality. The fig of commerce is called “lop;” and is divided into two sorts,

1. Elémé, or picked by hands.
2. Bazeinrghan injiry, or merchant's figs.

There is another smaller sort called “hourda,” sent to Scala Nuova for the Greek Islands. The fig for fresh eating is called “skekerinjiry,” or sugar fig, and will not preserve for exportation. The scarcity of transport this year has forced the producers in the neighbourhood of Naslii to send figs and valonia to Scala Nuova. The cost is 7*s.* per cwt. to Smyrna, and only half that sum to Scala Nuova. Nothing but the want of commercial facilities at Scala Nuova prevents all the Aidin produce going there. Naslii contains 3500 people, with a large village population in the neighbourhood. The fig and fruit orchards are even more carefully cultivated than at Aidin. The Great Meander in its whole length being fed by innumerable streams from the mountains on either side, irrigation is common; and the water being full of earth leaves a coat of manure wherever it passes.

Within three miles of Naslii, in the valley from whence the stream runs supplying the town, there is every indication of a very extensive coal formation. The sample taken only from the surface is of good quality and the road down into the Aidin valley is very practicable. As there is plenty of firewood in the neighbourhood, little or no attention has been paid to the presence of coal. Samples have now, however, been sent to London.

Twenty-five miles lower down the river is the town of Aidin, containing 30,000 people with a surrounding population of 75,000. The town is like most other old Turkish towns, built of frail materials suitable to a hot climate, and badly situated, being at the foot of the hill where the Roman city Tralles stood. Immense arches of an aqueduct attest the magnificence of the city before an earthquake shook the very foundations of the mountains, leaving the jagged peaks of the lower hills to mark the ruin. Streams from the parent mountain have continued for centuries to run through the chasms between the hills, carrying the red earth and fertility into the valley below. A large stream runs with great velocity through this large town, carrying with it the filth of the town, leaving it on the marsh to fester into malaria

through the summer months. But setting a one side these blemishes which modern science would soon remove, the Aidin valley is surpassingly beautiful. Fertile to excess, when the only means of transport is considered. Large bazaars filled to overflowing with produce of all kinds that can find no market. Two years' harvest of grain and valonia are still stored there with no means at present prices of finding transport to get it away. One-third of the valley is only cultivated, and that is only scratched, with all sorts of evil influences to limit production. Water in abundance for mill power and irrigation; and yet the people at Aidin may be said to be starving in the midst of plenty.

The annexed table shows the trade of the Aidin Sandjack.

*Average Traffic between Smyrna and the Aidin District.*

PRODUCE.	AVERAGE.	
Figs . . . . .	130,000	
Raisins, red and black . . . . .	292,000	
Oil . . . . .	111,250	
Valonia . . . . .	102,000	
Sheep's wool . . . . .	9,625	
Beeswax . . . . .	1,259	
Hair sacks . . . . .	4,125	
Madder roots . . . . .	1,300	
Hemp and rope . . . . .	19,675	
Cotton and cotton yarn . . . . .	13,333	
Silk and cocoons . . . . .	1,937	
Tobacco . . . . .	5,937	
Cotton in the pod . . . . .	2,000	
Flour . . . . .	15,000	
Snow . . . . .	10,000	
Honey . . . . .	3,183	
Leeches . . . . .	36	
Scammony . . . . .	330	
Opium . . . . .	25	
Chestnuts and Walnuts . . . . .	18,000	
Fruits (fresh) . . . . .	30,000	
Grape juice (Petmez) . . . . .	1,500	
Olives . . . . .	2,000	
	<u>774,515</u>	} Kintals= 125 lbs. Eng. } 43,028 tons.
Wheat and barley . . . . .	1,741,250	
Dari, white and yellow . . . . .	715,000	
Sesame seed . . . . .	101,250	
Hemp seed . . . . .	15,000	
Millet seed . . . . .	2,000	
Beans . . . . .	50,000	
	<u>2,624,500</u>	} Kilos= 1 bushel Eng. } 64,814
Less local consumpti	/	107,842
Net Exports from th	in District	82,842
Imports from Smyrna to Aidin, colonia.	iron, manufactures, shot,	5,833
henna, Roumelia tobacco, &c., say		
		<u>88,675</u> tons.

*Smyrna, 2nd January, 1857.*



From Aidin the Meander runs through the valley to the sea for thirty miles, the fertile land widening as it reaches Kammr, where the only stone bridge spans the river. From this bridge may be seen, on the opposite side of the great plain, the Baltazzi's great property, where iron and minerals abound. Three miles below Kammr, Sokia is situated. It contains 3500 people, and is improving. Two English liquorice factories are in full work. The road from thence is over the mountains to Scala Nuova, whither all the produce of this part of the Aidin Valley proceeds, being principally grain and raisins. The main road from Aidin goes from the town itself to Ephesus, half of it through the plain valley, the other half over mountains to the present Ayasolook, and thence to Smyrna.

The town of Scala Nuova is twelve miles to the eastward of Ayasolook, at the southern end of the Bay of Scala Nuova. It contains a population of 10,000 people, with dependent villages. Its trade is rapidly increasing.

The road from Ayasolook is nearly level, being on the South side of the Little Meander, which flows from the plain where Baindir, Tireh, and O'demish are situated, places of great production. This plain, though in the Aidin District, is not in the great Aidin Valley, being separated from it by a range of mountains, commencing at the sea at Scala Nuova, and terminating at the mountain road, formerly mentioned, between Tripolis and Ala Sheyer, and is called the "Djuma Dagh." Ayasolook is thirty-nine miles from Smyrna, the road crossing the Little Meander which débouches in the Bay of Scala Nuova, and turning to the northward at Ketchi Kalessi, proceeds to near Trianda, whence it continues over some low hills to Smyrna, leaving Boujah to the right. A great deal of the produce of Tireh already goes to Scala Nuova, and should the high prices of camel hire continue, though, as before remarked, there is great want of commercial facilities at that port, the Aidin Sandjack will be obliged to send its produce there, the road being so much shorter than to Smyrna.

From reliable information it is estimated that the present transport of the Aidin District employs 10,000 camels, and 500 mules and donkeys. The camels belong to the people in the villages, and a great many to the Yuruk or Turcoman tribes, whose black tents, and numerous flocks and herds, dot the landscape, wherever there is a good open grass country. In the summer they retire to the higher regions of the interior in search of grass.

The present price for the carriage of merchandise from the Bazaar at Aidin to Smyrna, a distance of seventy-two miles, is 3*l.* 10*s.* per ton. Other distances are in proportion, as shown by that from Oushak to Smyrna, 150 miles, costing 7*l.*

Every thing is carried in hair bags, except fresh grapes, which are carried in large baskets, the bags are the property of the camel owners. Bad as it is, it is the best mode that a country, unskilled in mechanical contrivances, could devise. From Aidin to Smyrna is four days' journey; and as the bags are removed from the camels' backs every night, and put upon the ground, it may be imagined that the contents, be it flour, figs, raisins, or even valonia or dye roots, must, should the weather be wet, have six or seven inches up the bag entirely spoilt.

Another great drawback in this country, arising from the scarcity of transport, is that the produce cannot all be sent to Smyrna when it is ripe, and in fine weather. Raisins are on the road now, which with a ready transport, should have been in Marseilles or Liverpool six months ago. This wretched state of things stops enterprise in the cultivation of the boundless fresh land, the improvement of the sample of cotton and other produce; the importation of better implements and modes of culture, as now, with the most frugal habits, the producer's profit all goes to the camel owner.

Except in the neighbourhood of Afyon Kara Hissar, and the Oushak district, there are no carriage roads at all. If a bridge gives way before a mountain torrent, there is no unanimity or skill amongst the people to repair it; and it really appears that the only chance of rescuing the trade of this country from gradual inanition would be the introduction of railroads, as neither the Hermus nor the Meander are fit for steam navigation.

Should such a means of transport be carried out from Smyrna to Ala Sheyer, with branches to Magnesia and Kula; and from Smyrna to Afyon Kara Hissar, through the great Aidin Valley, touching at Oushak, no calculation can be made as to the increase of production. The subject is exhausted, when it is said that in this fertile country, with a population of 1,000,000 interested in the railways from Smyrna to Afyon Kara Hissar, favoured by nature with so fine a climate that *the means of transport is the sole limit to production.*

## B.

### *Copy of Report of the Laying the Foundation Stone of the Smyrna Station.*

(From the *Times* of November 16, 1858.)

During the past week all Smyrna has been in a state of excitement, owing to the arrival of Lord Stratford de Redcliffe.

One of his principal objects in visiting the place was to inspect the works of the Smyrna and Aidin Railway, in the success of which enterprise—the first railroad commenced in Turkey—he has always taken the greatest interest. On Thursday, at noon, he proceeded to the terminus at Daragaz Point, where the harbour connected with the railway will be formed. Here he found a scene of activity to which he had probably known no parallel during his long experience of the East. The carpenters' sheds were filled with English and Greek mechanics, hard at work with saw, plane, and chisel. Stonecutters and masons were dressing the blocks destined for bridges and culverts, while on the line of rails close by the engines arrived with trains of ballast destined for the raised ground at the station and warehouses. After inspecting the various works, and examining the plans of the engineers and architect, his Lordship proceeded up the line to the rock cuttings made through the valley of St. Ann. Several waggons had been fitted up with seats and covered with awnings, but Lord Stratford, who seemed in most excellent health and spirits, determined to ride on the locomotive itself. Accordingly, accompanied by Mr. Blunt, Her Majesty's Consul, and Mr. Meredith, the company's chief engineer, he mounted the "St. Sophia," and proceeded at a rapid pace along the line. After a long and minute examination of the works he returned to the town, and, as the Curaçoa was detained in harbour for a few days, he consented to lay the foundation stone of the great terminal station at Smyrna. The progress made during the present year in the execution of the railway works has been most satisfactory. Upwards of 2400 men are employed on different parts of the line, and there are few nationalities which are not represented. Good wages and regular employment have enabled the contractor to procure any amount of labour he requires. It was prophesied that during the fruit season the great demand for men in the fig-gardens and vineyards, and in the packing warehouses, would cause the railway works to be abandoned. However, very few deserted their posts, and their places were immediately demanded by a host of applicants. Many of these men now handle pick and shovel with all the skill, if not with all the force, of an English navvy, and they have acquired habits of patient industry at utter variance with the ordinary ideas of Eastern character. The line is about seventy miles in length, and is divided into three sections. The first, forty-five miles long, extends from Smyrna to a range of mountains called the "Saladin Dagh," dividing the valley of the Kayster from that of the Meander. The whole energies of the contractor have until recently been applied to this section. Considerable difficulty has been experienced in obtaining a passage from the low ground of Smyrna to the plain of

Boriza, over which the line runs for many miles. These difficulties have now been conquered, and the earthworks and cuttings are nearly ready for the rails as far as the village of Sedikoi, ten miles from Smyrna. Thence to the Saladin Dagh the country is perfectly flat, and there is no doubt that this section will be open for traffic in the course of next year. The second section consists of a tunnel through the mountain into the plain of the Meander. Upwards of 500 workmen are now occupied in sinking three shafts, and the tunnel will therefore be worked from several points simultaneously. The third section extends from the mountain, up the valley of the Meander, to Aidin. There are few districts across which a greater traffic exists than that between Aidin and Smyrna. Nearly the whole of the fruit and tobacco that are exported hence come down this track, and during the busy months upwards of 5000 camels arrive daily at the Caravan-bridge. Being the first railway commenced in Turkey, unusual interest was excited by the ceremony of laying the foundation stone of the station, which Lord Stratford had appointed for eleven o'clock to-day. Precisely at that hour Sir Macdonald Stephenson, chairman of the board of directors, who had arrived the previous day from England to examine the works and expedite the opening of the first section, proceeded to the Point. He was there joined by the engineers' and contractors' staff, and by many of the leading bankers and merchants of the place. The Pasha and Sub-governor also came in state, and Lord Stratford was conveyed in one of the boats of Her Majesty's ship *Curaçoa*. He was accompanied by Lady Stratford de Redcliffe, the Hon. Misses Canning, and the noblemen and gentlemen attached to his late mission, as well as by the British Consul, Mr. Blunt, and his family. An engine and waggons run down to the extremity of the line brought the party to the spot at which the foundation stone was to be laid. After a short prayer had been offered by the Rev. Mr. Lewis, the stone was duly lowered, and Lord Stratford—trowel and mallet in hand—performed the ceremonies usual on such occasions. The party then adjourned to a tent which had been prepared by the contractor, and which was most tastefully decorated with flags supplied from the *Curaçoa*. After an excellent *déjeûné*, the Chairman, Sir Macdonald Stephenson, proposed "the Health of the Queen," which was succeeded by that of "the Sultan." Each of these toasts was responded to with three times three English cheers, to the surprise and delight of the Pasha and his suite.

The Chairman then rose to propose "The Health of his Excellency Lord Stratford de Redcliffe," and said, "That every one present must feel the difficulty under which he laboured in attempting to do justice to the name of a man who, throughout

his long career of Eastern diplomacy, had so perseveringly upheld the honour and dignity of his native country, and so consistently supported the best interests of Turkey. He felt himself wholly inadequate to express the sentiments which he and all around him must feel for the services that Lord Stratford de Redcliffe hadst rendered, not only to Turkey, but to Europe at large—services so signal, that the names of Canning and Constantinople would for ever be associated together. When he reflected on the particular occasion which had united so many persons that day, it seemed to him a singularly happy coincidence that the laying the foundation stone of the great terminal railway station at Smyrna had been reserved for Lord Stratford de Redcliffe. By this act, he might be said to have inserted the keystone of the arch at which he had so long laboured for the consolidation of European interests with those of Turkey. The present act was by no means the least in Lord Stratford's long and glorious career, and he could only express his conviction, that the railway and the electric telegraph were destined, under Divine Providence to bring to maturity those fruits, the seeds of which his Lordship had so successfully implanted in the Ottoman empire. He would conclude by wishing his Lordship health and happiness in the repose which he had so honourably earned for himself, and by proposing 'The Health of his Excellency Viscount Stratford de Redcliffe.'"

The toast having been drunk with three times three, and most enthusiastically applauded,

Lord Stratford de Redcliffe, on rising, was received with immense cheering, and spoke as follows :—"Our respected Chairman, Ladies and Gentlemen, in proposing my health as one of the very limited number of toasts intended on this occasion, has done me an honour founded on your kindness far more than on any merit of my own. He has placed my name in immediate connexion with those of our gracious Sovereign, whom we so affectionately revere, and of the munificent Sultan under whose protecting auspices we are now assembled. He enhanced, if it be possible, even this high distinction when he described me as entitled to your favour by the steady and successful performance of my duty in that arduous post which it was lately my lot to occupy during a long succession of years and under circumstances of no common interest. In giving the simple characteristic of duty to my very imperfect services, he, perhaps unconsciously, raised them for the moment to a position of which if they were otherwise deserving, it would only be on account of their extensive bearing and beneficial consequences. It was the unswerving sense of duty, so conspicuous in all their actions, that invested the imperishable achievements of Nelson and Wellington with something more solid, if not more captivating, than glory. Their

zeal in meeting every demand of the public service, in shrinking from no personal sacrifice in carrying out their principles to the end, and in setting an example of steadiness under every trial, is that which gives them the strongest and deepest hold on a world's applause and a nation's gratitude. If I have acted on the whole in their spirit, and shown as occasions offered that duty and right principle were ever the loadstars of my course, I have only obeyed a conviction which you, no doubt, possess in common with me; that the honour of our country, the success of its policy, and our national character can never rest more surely than on those foundations. Let me add, that reputations acquired by such means not only encircle us with honour in life, but give to our names the lustre of useful example when our bodies are consigned to the grave. There is an old proverb, gentlemen, not the less true for being trite, which reminds us that the worst wind blowing will often bring good to some one. It is thus that I am indebted to an accident for the pleasure of meeting you here to-day, and of laying the foundation stone of a building destined to form the terminal station of your railway at this extremity of the line. If the noble frigate in which I came from the Dardanelles had met with no mischance, I could not, however willing, have complied with your request. Its detention, the unavoidable cause of mine, though otherwise much to be lamented, has been attended with more than one consoling consequence. It has, in particular, afforded me the sincere gratification of meeting your wishes, and associating my name with an enterprise which, though its progress has been delayed by some unforeseen obstacles, bids fair to be crowned ere long with the desired success, and to become, in fact, the keystone of that gigantic arch described so happily by our Chairman.

"A railway extending to the distance of seventy or eighty miles; from a port of so much trade as Smyrna to the centre of a district so rich in varied and valuable productions as that of Aidin, is in itself a work of no small importance. It promises not only to cheapen and quicken the conveyance of goods from the place of their growth to the port of shipment, but also to increase production as well as trade in these parts, for the common advantage of Turkey and England, by no means excluding other countries connected with this by habits of commercial intercourse. The railway, as you know, is expected to prove a beneficial investment of capital, stimulating the introduction of our manufactures, while it offers occupation to many labourers, and seems to bring those of different nations into harmonious co-operation with each other. But, viewed in the light of an example, as the first experiment of the kind in Asiatic Turkey, it possesses much higher claims on our attention and favour. The difficulties it

presents are in character the same as those which have to be encountered in similar undertakings of a larger proportion. If our distinguished Chairman were at liberty to realise his colossal project—a project not inaptly styled by him the ‘world’s highway,’ having no less in view than to join by rail Calcutta with London, the British Indies with the British Islands—he could only anticipate a repetition of obstacles similar in nature, though varying in degree or frequency, and tax his resources to provide for each contingency by corresponding means according to its nature and extent. If this be true—and true it is—the success of your present railway will in all likelihood be the precursor of similar triumphs in other parts of this vast empire, and on such a presumption it would require no great stretch of fancy to foresee a time when the Ottoman, as now the British dominions may be intersected throughout by a network of iron communication. So grand a consummation is not to be desired on grounds of commercial interests alone. It could hardly be effected without commensurate improvements in all the leading branches of Turkish administration,—without a progressive diminution of abuses, prejudices, and national animosities,—without a single advancement in the ideas and comforts of the whole population. The property created by it would call for securities in matters of police, of finance, and of administrative justice. The strength of the empire would revive in proportion to the development of its resources, and the Powers of Europe would cease to withhold their respect from a Government so conducted as to obtain their confidence. As matters now stand, if we are witnesses to much real improvement under the present reign, and to some perceptible indications of more in future, we have also strong motives for regretting the slow, interrupted, and partial character of its progress. Whatever may be the causes which operate to retard the movement, they are not to be deplored with idle lamentation, but to be met with strenuous and persevering exertions for their removal.

“I need not tell you, gentlemen, that Europe has more than ever a deep stake in the regeneration of Turkey. Western civilisation is knocking hard at the gates of the Levant, and if it be not allowed to win its way into regions where it has hitherto been admitted so partially, it is but too capable of forcing the passage and asserting its pretensions with little regard for anything but their satisfaction. The ambition of one Power and the fear of another may easily give point and direction to this prevailing tendency, and in times of change and enterprise any incidental circumstance may serve far sooner than we expect to bring on, not indeed the peaceable solution of what is emphatically styled the ‘Eastern Question,’ but that fierce struggle of partition which our

ablest statesmen have long endeavoured to avert. A prelude to dangers so pregnant with evil is to be found in the despondency and disparagement which of late have too often characterised the language of diplomacy and of the press in speculating on the prospects of Turkey. It cannot be denied that by reason of successive errors and calamities Turkey is feeble and embarrassed. But no one, at the same time, can dispute the richness of its resources, those neglected elements of power which its wide circumference embraces, and which only require to be explored in order to supply its wants and secure its independence. No doubt there are difficulties in the way. What schoolboy does not know that everything great and good is only to be established by assiduous labour and unwearying perseverance? Take the whole list of great discoveries, of great institutions, of great reforms, of great transitions from one state of society to another, and show me where are those which have not been born in sorrow, nurtured in hardship, and established with difficulty. Was Rome built in a day? Was there only one Punic war? What happened to Columbus before he realised his great conjecture? Was British liberty the work of a single age? Was the Reformation, was Christianity itself flashed instantaneously upon the world by a fiat from above? I remember that, being in America, I witnessed the celebration of the two hundredth anniversary of the landing of the pilgrims in New England. How many fruitless attempts, how many abortive sacrifices were made before that corner-stone of the great Transatlantic commonwealth was laid? The contrivances of man would seek in vain to outstrip the operations of nature. As years pass away before the child grows up into a man or the acorn expands into the oak, as for one offspring that reaches maturity one thousand perish at their birth or in their growth, so can time alone, with all appliances of mind and body, convert a great conception into a system of fact, or give coherence and stability to an empire disordered in all its parts, and hitherto saved by foreign alliances from the dissolution which threatens it. What Turkey stands most in need of is a vigorous, determined will in high quarters to awaken the dormant energies of its population, and to carry out, by means of capable agents, the reforms which have been proclaimed with so much appearance of good faith. The Sultan's authority is paramount; a real responsibility weighing on his ministers would go far to give it effect. At all events, it is due to the honour and welfare of Europe that promises solemnly promulgated and recorded in formal treaties should not remain a dead letter, that the treasure and blood expended in her name for the vindication of Turkish rights should not be an idle sacrifice, and that the declared admission of Turkey into the great European family should be felt



by the Ottoman Government as a reality in its obligations as well as in its benefits. To England more than any other Power it is of vital importance that the strength of Turkey should not so decline as to warrant those evil forebodings which tend inevitably to the adoption of a despairing and encroaching policy in the Levant. It is manifestly our business to deprecate such perverse or interested calculations, and to encourage those fertilising enterprises which, like your railway, may help to infuse new vigour into the veins and sinews of Turkey.

"I revert once more to the example of our brothers in America. Behold them, on one side, stretching out their hands to us across the Atlantic, and on the other creating fresh settlements in the wilderness, by pushing their railway lines into its pathless swamps and unexplored forests. For one, wherever my future sphere of action may be, I shall not lightly abandon the hopes which I continue to cherish in favour of this interesting empire. Let the Sultan's enlightened and comprehensive charter of reform be carried into effect in a right spirit, and sustained with due perseverance. Turkey needs, and Europe would demand, no more. Meanwhile, the policy which it has been my endeavour to uphold possesses at least the merit of being right in its direction and beneficial in its progress. It is based on the twofold interest of Europe and Turkey. It has already diminished in no slight degree those corrupt and cruel abuses which were injurious alike to the Sultan's Government and to his subjects of all classes. It promises, even if it should fail in reaching its final aim, to diminish still more those evils which no other proposed course of policy is at all likely to remove. Such, gentlemen, in few words, are the opinions I entertain conscientiously on this subject. I express them now in my individual character; and the time may come when I shall, perhaps, think it my duty to give them a more complete development. At Constantinople they formed the principal object of my study. Henceforward they will come under my notice as part of that wider field which every member of the Imperial Legislature is, more or less, called upon to investigate. In resigning the Embassy at Constantinople it was not my intention to retire definitively from all participation in public affairs. While life and health are vouchsafed to me, I shall not be unprepared to sacrifice, on suitable occasions, private ease to public duty. Though at my time of life I have no ambition to indulge, whatever remains to me of strength and spirit shall be held for the service of that land to which, under Providence, I am indebted for all I most value on earth. In the bold and expansive genius of our enterprising Chairman, in the ability, character, and education of those who, under his auspices, apply the fresh zeal of youth or the experience of riper age to the operations of practical science,

I see a new stage of usefulness and glory opening to our common country. The railway which it has been my pleasing office to inaugurate this day belongs to another empire, but is equally a type and result of those qualities which characterize pre-eminently the English people. I congratulate you on having obtained not only the Sultan's Imperial sanction to your enterprise, but also His Majesty's personal participation as a shareholder. I cannot more appropriately conclude than by proposing a toast to which I have no doubt that you will all most cordially respond, 'Success, with three times three, and one cheer more, to the Smyrna and Aidin Railway.'"

The noble Lord resumed his seat amid the most enthusiastic cheers.

Sir Macdonald Stephenson responded to the toast and said,—  
 "That he was not surprised at the cordial manner in which they had drunk success to the Smyrna and Aidin Railway. As the first work of the kind in the Ottoman Empire, it possessed a more than ordinary interest, and its successful completion must have a special influence on all future enterprises of a like nature. He had visited the line yesterday, and he could not too highly express the gratification he had experienced, or say too much of the skill with which the line had been laid out, or of the zeal which had distinguished the operations of the contractor and his agents. Mr. Meredith, the engineer, had by his experience in England and Holland earned for himself a European reputation. Mr. Jackson, the contractor, was honourably distinguished as a man who always did well whatever he undertook, and he was fortunate in having in Mr. Hammond, his resident agent at Smyrna, a gentleman who combined Indian with English experience. Mr. Meredith was efficiently supported by his staff of engineers, and the progress of the works reflected the greatest credit on all concerned. It was a most welcome spectacle to see on every part of the line as many workmen as could be profitably employed thereon. Not a cutting or embankment that did not swarm with labourers. Nor were the hum of the voices of those busy men, the creaking of carts and barrow wheels, and the roar of the blasting of the rocks sounds less welcome to his ears, for they gave assurance that a great work was being carried on with a zeal and energy that must bring it to a successful conclusion. Fortified with the local experience he had now obtained, he could assure his brother Directors that their most sanguine expectations for the success of the undertaking would be more than realized, whether as regarded goods or passenger traffic. He would only give one instance of the development the trade of the district would receive from the opening of the line. That morning Mr. Baltazzi had told him he was bringing tobacco from the interior

at a cost of 1s. a ton per mile. When the railway was made this tobacco would come to Smyrna at 4d. a ton per mile,—a saving of 11-12ths, or 92 per cent. Before sitting down he might be allowed to remind those around him of one great advantage that railways in Turkey possessed over those at home, where the cost of land and legislative litigation ran away with so much of the capital, and so seriously affected the dividends of the shareholders. In England a few years since, railroads cost on an average 50,000*l.* a-mile; the Smyrna and Aidin Railway would be made for 10,000*l.* or 12,000*l.* a-mile, or 75 per cent. less, while the enormous traffic was too well known to need recapitulation. In conclusion, he would express his acknowledgments to the Turkish authorities, both at the capital and in Smyrna, for their scrupulous observance of their obligations and their constant endeavour to promote in every way the success of the line. The Sultan himself had shown his strong personal interest in the railway by taking a large number of shares, and he thought the shareholders could not too highly estimate the effect of such powerful support."

The worthy Chairman resumed his seat amid loud and prolonged applause.

After "The Health of the Pasha" and "The Ladies" had been duly proposed and honoured, the Chairman proposed "The Healths of the Contractor and his Agents," with the thanks of the company for the very excellent *déjeûné* which had been prepared for them. Mr. E. Jackson returned thanks for his father, and the party then broke up.

## C.

*Abstract of Import and Export Trade of Smyrna, from  
MR. ZALLONI'S Tables for 1857.*

No. progressif.	Marchandises importées.	Qualité des colis, poids et mesures.	Total des colis, poids et mesures.	Valeur totale des marchan- dises en piastres du G. S.
1	Acier . . . . .	Caisses	2094	650,000
2	Alun d'Angleterre . . . . .	Barils	189	85,050
3	Armes à feu . . . . .	Caisses	549	2,460,500
4	Beurre . . . . .	Barils et Outres	1231	2,285,920
5	Bois de Campêche et autres . . . . .	Pièces	21,542	468,870
6	„ de constr. et menuiserie . . . . .	„	2,795,228	9,315,270
7	Bonnets rouges . . . . .	Caisses	1292	7,836,900
8	Bouteilles et damejeannes vides . . . . .	Couffes et Pièces	5090	173,000
9	Café . . . . .	Sacs	16,984	7,642,560

No. progressif.	Marchandises importées,	Qualité des colis, poids et mesures.	Total des colis, poids et mesures.	Valeur totale des marchandises en piastres du G. S.
10	Cannelle . . . . .	Couffes et Caisses	393	262,900
11	Canevas . . . . .	Balles et Pièces	501	570,300
12	Caviar . . . . .	Barriques	143	2,224,700
13	Céruse . . . . .	Caisses	2196	383,320
14	Chaises et autres meubles . . . . .	Douz. et Colis	1887	1,018,700
15	Charbon de terre . . . . .	Tonneaux	28,670	6,425,050
16	Cloux et pointes de fer . . . . .	Barils et Sacs	6381	2,579,370
17	Cochenille . . . . .	" Balles "	188	876,150
18	Cordages . . . . .	" Balles "	2789	1,112,100
19	Cotons filés d'Angleterre . . . . .	" "	6682	16,048,900
20	Couleurs préparées . . . . .	Barils et Caisses	2482	165,940
21	Cuivre neuf . . . . .	" "	332	1,560,300
22	Dattes . . . . .	Barils et Couffes	1697	908,500
23	Douves . . . . .	Pièces	752,000	1,131,500
24	Draps . . . . .	Balles	2222	16,968,300
25	Drogues et médicaments . . . . .	Colis	2839	3,345,200
26	Encens . . . . .	Barils et Sacs	207	140,320
27	Étain . . . . .	Barils	349	621,000
28	Farine de blé et galettes . . . . .	Barils et Sacs	4498	967,700
29	Fer en barres, etc. . . . .	Tonneaux	5136	8,304,070
30	" blanc . . . . .	Caissettes	2223	533,520
31	Fil de fer et ferrailles . . . . .	Barils et Caisses	2058	4,047,500
32	" d'or . . . . .	Paquets et Caisses	167	2,620,500
33	Fromage . . . . .	Caisses et Sacs	4008	2,559,660
34	Girofles (cloux de) . . . . .	Couffes et Sacs	239	107,540
35	Goudron et résine . . . . .	Barils	3558	302,940
36	Horlogerie et Bijouterie . . . . .	Caissettes	226	4,436,000
37	Indigo . . . . .	Caisses	260	2,884,000
38	Kenâ ou Hennâ . . . . .	Sacs	2584	808,000
39	Manufactures de coton et de laine . . . . .	Caisses et Balles	16,331	82,152,500
40	Marbres et pierres . . . . .	Caisses et Pièces	269,175	1,000,520
41	Papier et Carton . . . . .	Caisses et Balles	2875	4,407,200
42	Peaux tannées et autres . . . . .	" Sacs "	7812	7,065,460
43	Piment et Poivre . . . . .	" Sacs "	1275	567,260
44	Plomb et grenailles . . . . .	Bar., Roul. et Saum.	2027	952,220
45	Pommes de terre . . . . .	Barils et Sacs	3974	331,140
46	Poissons salés et salaisons . . . . .	Bar., Cais. et Balles	4831	1,424,140
47	Porcellaine . . . . .	Caisses	523	1,064,500
48	Poudre à canon . . . . .	Barillots	7654	995,020
49	Quincailleries et objets divers . . . . .	Colis	7893	24,559,600
50	Rhum et Brandy . . . . .	Barils	8185	4,868,900
51	Riz . . . . .	Couffes et Sacs	31,399	13,192,600
52	Savon . . . . .	Caisses et Sacs	7877	3,962,400
53	Sel ammoniac . . . . .	Barils	85	137,520
54	Soieries . . . . .	Caisses	1224	11,181,000
55	Souffre et Allumettes . . . . .	Barils et Caisses	2544	1,164,800
56	Sucre . . . . .	" "	11,032	10,998,400
57	Tabac à chiquer et en carottes . . . . .	" "	552	461,950
58	" à fumer . . . . .	" Balles "	17,316	13,528,000
59	Terrailles . . . . .	Barils et Couffes	1560	1,622,200
60	Tuiles et Briques . . . . .	Pièces	494,100	225,520
61	Verreries travaillées . . . . .	Caisses	1602	3,299,500
62	Vins et Liqueurs . . . . .	Barils et Caisses	2538	863,560
63	Vitres (carreaux de) . . . . .	Caisses	7910	710,200
64	Vitriol . . . . .	Barils	533	132,400
65	Zinc . . . . .	Barils, Cais. et Roul.	215	209,150
				305,938,710

No. progressif.	Marchandises exportées.	Qualité des colis, poids et mesures.	Total des colis, poids et mesures.	Valeur totale des marchan- dises en piastres du G. S.
1	Alizaris (garance) . . . . .	Quintaux	116,003	35,960,930
2	„ (semence) . . . . .	„	1380	166,900
3	Amandes . . . . .	„	564	338,400
4	Anis . . . . .	„	365	172,980
5	Blé . . . . .	Kilos	257,621	9,787,140
6	Bois de buis . . . . .	Quintaux	2680	120,600
7	Chiffons . . . . .	„	34,750	2,753,750
8	Cire jaune . . . . .	„	1971	2,523,080
9	Cocoons . . . . .	„	679	4,074,000
10	Coton . . . . .	„	10,497	3,202,290
11	„ filé d'Anatolie . . . . .	„	2683	1,873,100
12	Crin . . . . .	„	168	95,400
13	Cuivre vieux . . . . .	„	142	156,200
14	Éponges . . . . .	Caisnes, Sacs	2745	4,105,600
15	Essence de rose . . . . .	Caisnes, Boites	47	622,000
16	Farine . . . . .	Quintaux	4800	475,000
17	Figues secs . . . . .	„	100,805	25,473,250
18	Filik (poil d'Angora) . . . . .	„	1185	1,892,300
19	Fruits secs divers . . . . .	„	13,438	1,182,780
20	Galles (noix de) assorties . . . . .	„	4598	1,785,600
21	Gommes . . . . .	„	3226	3,517,100
22	Graine jaune . . . . .	„	10,911	2,945,970
23	„ de lin . . . . .	„	618	74,380
24	„ de pavot . . . . .	„	170	20,400
25	„ de chanvre . . . . .	Kilos	19,160	459,840
26	„ de sésame . . . . .	„	31,633	1,771,450
27	Huile d'olive . . . . .	Quintaux	2180	763,000
28	Laine lavée et surge . . . . .	„	52,553	27,230,320
29	„ de chevron et peloton . . . . .	„	4767	6,359,150
30	Légumes secs . . . . .	Kilos	103,996	1,993,980
31	Mais . . . . .	„	17,500	332,500
32	Noix et Noisettes . . . . .	Quintaux	1100	165,600
33	Opium . . . . .	Cais. de 80 à 90 chéq.	3271	31,965,900
34	Orze . . . . .	Kilos	529,122	7,936,820
35	Os d'animaux . . . . .	Quintaux	13,554	474,390
36	Peau de bœufs . . . . .	„	7578	4,226,130
37	„ d'agneau et de chèvre . . . . .	Balles	780	1,089,600
38	„ de lièvre . . . . .	„	432	1,728,000
39	Racine saponaire . . . . .	Quintaux	190	32,300
40	Raisins rouges . . . . .	„	64,380	19,808,600
41	„ noirs . . . . .	„	99,630	11,129,700
42	„ dit Sultanine } secs . . . . .	„	27,292	8,741,260
43	„ dit Corinthe } . . . . .	„	5180	1,605,800
44	Régliasse (suc de) . . . . .	„	4284	1,285,200
45	Salep . . . . .	„	149	149,000
46	Sangsues . . . . .	Baquets, Cass.	475	287,000
47	Scammonée . . . . .	Oques	3604	1,361,820
48	Sel . . . . .	Kilos	460,250	1,956,260
49	Soie . . . . .	Quintaux	556	9,722,400
50	„ (bourre de) . . . . .	„	233	396,800
51	„ (Graine de vers à) . . . . .	Oques	2813	4,500,800
52	Tapis d'Anatolie . . . . .	Balles	1096	5,727,000
53	Valonée . . . . .	Quintaux	476,288	39,081,840
54	Vin du pays . . . . .	„	21,626	3,072,580
55	„ (esprit de) . . . . .	„	3380	965,100
56	Vitres cassées . . . . .	„	790	28,500
				299,667,790

## D.

COPY OF LETTERS ADDRESSED TO THE MINISTERS AT  
CONSTANTINOPLE.*À Son Altesse Aali Pacha, Grand Vizir, &c. &c. &c.*

Hôtel d'Angleterre, Pera, 10 Novembre, 1851.

ALTESSE,

Suivant la demande de votre Altesse, que j'indiquerais plus en détail les moyens que je recommande, pour assimiler le système des chemins de fer de la Turquie à celui qui a déjà si bien réussi ailleurs, et que d'après une expérience de plusieurs ans je crois être le plus convenable aux besoins de ce pays, j'ai l'honneur de remettre ci inclus de rapport des Résolutions qui ont été adoptées par le Comité dans sa séance du 5 Novembre, y ajoutant de ma part l'explication suivante.

Votre Altesse comprendra mieux le but de mes suggestions en ayant égard aux difficultés et aux inconvénients qui jusqu'à présent ont entravé la marche des chemins de fer dans ce pays.

Les principales objections sont :

1. Qu'il n'y a pas de système.
2. Qu'il n'y a pas de confiance, parcequ'il n'y a pas de système.
3. Le Gouvernement a plusieurs fois le même travail au lieu de l'avoir une fois pour toutes.
4. Les arrangements sont compliqués au lieu d'être simples et uniformes.
5. Les termes et conditions ne sont pas les mêmes, au lieu d'être toutes sur la même base.
6. Les Capitalistes de l'Europe ne sachant jamais quels changements auront lieu dans les concessions qui pourraient être accordées à l'avenir, et qui souscriraient volontiers leur argent si les arrangements étaient fixés et bien entendus, ne fourniront pas les fonds nécessaires sous aucun autre système.

Les avantages qu'on peut tirer du projet qui a été recommandé sont :

La simplification des arrangements et l'organisation d'un système de réglemens, conditions, et lois sur lequel toutes concessions de chemins de fer seront basées à l'avenir, un système qui sera tel et tellement suffisant qu'il sera d'un côté accepté de la part des capitalistes de l'Europe, et de l'autre qu'il sera approuvé par le Gouvernement de Sa Majesté Impériale. Par ce moyen une parfaite confiance et entente seront établies, et on évitera les inconvénients avoués et les délais qui existent maintenant.

Votre Altesse verra en lisant les Résolutions ci incluses que les moyens proposés consistent en l'établissement de comités, composés de capitalistes et autres à Constantinople, Londres, Paris et Vienne, afin de combiner les intérêts des capitalistes de l'Europe avec ceux du Gouvernement de Sa Majesté Impériale.

Les comités de Londres, Paris et Vienne seront en correspondance avec celui de Constantinople. Tout ce qui a rapport au système qui doit être adopté comme base pour les chemins de fer qui seront proposés à l'avenir sera discuté par ces comités.

Dès que les détails auront été bien considérés et discutés, Mr. Bowlby, Secrétaire du comité de Constantinople, soumettra leurs idées au Gouvernement de Sa Majesté Impériale.

Par ce moyen le Gouvernement s'épargnera une multiplicité de discussions sur le même sujet. Les capitalistes auront confiance dans les arrangements qu'ils auraient approuvés d'avance. La construction des lignes les plus importantes sera assurée, de manière telle que de faire un parfait système de communication partout le pays.

D'après une longue expérience je m'assure, et je garantirai que si le Gouvernement suit ces conseils si simples et si peu objectionnables, et si les autorités ont soin que les engagements entrepris soient scrupuleusement observés, les résultats seront tout ce qu'il sera possible à désirer, résultats auxquels on n'a rien eu de semblable.

Votre Altesse permettra que je lui rappelle que je n'ai aucun intérêt personnel dans la question. Je n'ai pas de projets à soumettre, je n'ai pas de concessions à demander. Je désire seulement que l'expérience acquise pendant tant d'années en introduisant les chemins de fer aux Indes Orientales, soit mise à profit par un pays, pour lequel l'Angleterre et la France ont toujours éprouvé une amitié si cordiale et désintéressée.

Je pars Samedi pour Paris et Londres, où je dois arriver vers le 1<sup>er</sup> Décembre. J'y organiserai des comités de capitalistes aussitôt que je saurai que mes idées sont approuvées par le Gouvernement de Sa Majesté Impériale, et que l'opinion favorable que votre Altesse a bien voulu exprimer aujourd'hui ait été confirmée par un examen des détails que j'ai eu l'honneur de vous soumettre.

Je prie donc votre Altesse avant le 20 de ce mois de me faire savoir si les mesures que j'ai recommandées seront approuvées et effectivement appuyées de la part du Gouvernement de Sa Majesté Impériale. Mr. Bowlby, qui loge à l'Hôtel d'Angleterre, aura la bonté de recevoir aucune dépêche à cet effet.

Je prie votre Altesse, avec le plus grand respect, d'agréer l'assurance de ma plus profonde considération,

MACDONALD STEPHENSON,  
*Chairman.*

(TRANSLATION.)

Hôtel d'Angleterre, Pera, 10 November, 1858.

ALTESSE,

In accordance with the wish of your Highness that I should indicate more in detail the measures that I recommend which has so well succeeded elsewhere, and which, after an experience of several years, I believe will be most suited to the wants in order to assimilate the system of railroads in Turkey to that of this country, I have the honour to enclose with this the Report of the Resolutions which have been adopted by the Committee at their meeting of the 5th November, adding the following explanation.

Your Highness will better understand the aim of my suggestions in bearing in mind the difficulties and inconveniences which have hitherto obstructed the progress of Railways in this country.

The principal objections are :

1. That no system exists.
2. That no confidence is entertained, because no system exists.
3. The Government has several times to consider the same subject, instead of being in a position to decide definitively and once for all.
4. The arrangements are complicated, instead of being simple and uniform.
5. The terms and conditions of the concessions all differ, instead of being framed upon the same basis.
6. The capitalists of Europe, never knowing what changes may take place in future concessions, and who would willingly subscribe if the conditions were fixed and well understood, will not embark their money under any other system.

The advantages that would follow from the adoption of the plan recommended, are :

The simplification of arrangements, and the organisation of a system of regulations, conditions, and laws, upon which all future concessions would be granted, and which would be amply sufficient to ensure, on the one hand, its being acceptable to the capitalists of Europe, and on the other, its meeting with the approval of the Government of His Imperial Majesty. By this method confidence would be established, and the acknowledged delays and inconveniences which now exist will be avoided.

Your Highness will observe in reading over the enclosed Resolutions, that the plan proposed consists in establishing Committees consisting of capitalists and other persons in Constantinople, London, Paris, and Vienna, in order to combine the



interests of the European capitalists with those of the Government of His Imperial Majesty.

The Committees of London, Paris, and Vienna will be in correspondence with that of Constantinople. All that has reference to the system that should be adopted as a basis for the future Railways will be discussed by these Committees.

As soon as the details shall have been fully considered, Mr. Bowlby, the Secretary of the Constantinople Committee, will submit the views of the Committees to the Government of His Imperial Majesty. By this method the Government will be spared numerous discussions upon the same subject. The Capitalists will have confidence in the arrangements which will have been approved of by themselves. The construction of the most important lines of Railway will be rendered certain in a manner to ensure a perfect system of communication throughout the country.

After a long experience I am confident, and would guarantee, that if the Government follows these counsels so simple and so free from objection, and if the authorities are careful that the engagements undertaken are scrupulously observed, the results will be all that can be desired.

Your Highness will permit me to observe that I have no personal interest in the question. I have neither projects to submit, nor concessions to demand. I desire only that the experience acquired during many years in introducing Railways in India, shall be productive of benefit in a country towards which England and France have always evinced a cordial and disinterested friendship.

I leave on Saturday for Paris and London, where I hope to arrive by the 1st December. I shall endeavour to organise the Committees as soon as I know that my suggestions have met the approval of the Government of His Imperial Majesty, and that the favourable opinion that your Highness has so kindly to-day expressed has been confirmed by an examination of the details that I have had the honour to submit.

I solicit your Highness before the 20th of the present month to inform me if the course I have recommended has been approved, and will be effectively supported by the Government of His Imperial Majesty. Mr. Bowlby, who resides at the Hôtel d'Angleterre, will kindly receive any communication on the subject.

I beg your Highness, with the greatest respect, to accept the assurances of my high consideration.

(Signed)

MACDONALD STEPHENSON,  
*Chairman.*

## E.

MINUTES OF PROCEEDINGS OF THE CONSTANTINOPLE COMMITTEE  
UPON RAILWAYS IN TURKEY.

*At a Meeting, held in Constantinople, on Friday, Nov. 5,  
1858.*

The following Resolutions were proposed, seconded, and carried unanimously :—

1. That the introduction of Railways into Turkey is calculated to benefit the country, to as great if not to a greater extent than has been found to obtain in countries where good roads previously existed.

2. That the acts of the Government in granting concessions to various persons, and in appointing a Commission to advise upon Railway matters, indicate the wish and desire of the Government to have Railways constructed in Turkey.

3. That from not pursuing the course which has been adopted in other countries, great delay has arisen, and considerable disappointment to the Government that greater progress has not been made.

4. That the want of a systematic plan of operations based upon the experience and advice of practical men has been the chief cause of the delay and disappointment.

5. That the most effectual remedy may be applied, and the interests of the Turkish Government and people, as well as those of the European capitalists consulted, by a combined course of action, on the part of all who are engaged in Railway operations.

6. That the object of such combination should be the consideration and settlement, upon a liberal and comprehensive basis, of the whole question of Railways in Turkey, embracing :—

1. The general survey and level of the country.
2. The terms of concession, which shall be equitable as regards the Government, and sufficient to induce the capitalists to embark in these undertakings.
3. The tariff, bye-laws, and regulations of the companies.
4. And generally, such points as from time to time may require modification, or alteration, according to circumstances.

7. That committees should be formed in London, Paris, and Vienna, to communicate with the local committee, as to the sufficiency of the proposed terms to raise the capital required, and to act in concert, for the purpose of securing unanimity and co-operation in a common cause.

8. That the Chairman of the Smyrna Railway be requested to invite the co-operation of the Chairmen and Directors of the Samsoon and Sivas, of the Scutari and Sivas, of the Kostendjee, of the Salonika, of the Euphrates, and of the Rustchuk and Varna Railways, to constitute the committees in conjunction with English capitalists and others engaged and interested in the subject.

9. That the local committee shall consist of the following gentlemen:—

G. BARKLEY, Esq.  
T. W. BOWLBY, Esq.  
MONSR. REVALAKI.  
MONSR. CHARNAUD.  
J. P. KENNEDY, Esq.

A. EDWARDS, Esq.  
C. HANSON, Esq.  
R. WILKIN, Esq.  
— POSNO, Esq.  
AND THE AGENT OF THE SAMSOON LINE.

10. That a communication be made to the Turkish Government to the effect that with a view to prevent further delay and disappointment to the Government, and to suggest such measures as shall be most certain to obtain the approval of European capitalists, as well as to secure to the country the construction of a well-devised and perfect system of railway communication, this Committee has been formed, and that no delay will take place in considering and submitting their views to the Government upon the whole question before them.

11. That Mr. T. W. Bowlby be requested to act as the Honorary Secretary to the Committee, to convene meetings, record proceedings, communicate with the authorities, and correspond with the London Committee.

12. That the early attention of the Committee be given to the clauses contained in the new Cahier des Charges, with a view to the modification, alteration, or omission of such as are calculated to prevent capitalists from embarking in these works, especially Clauses 6, 16, 28, 29, 35, 36, 38, 43, 44, 49, 50 to 64, 67, 68, 69, 71, 72, 84, 85, 86, 87.

MACDONALD STEPHENSON,  
*Chairman.*

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*At a Meeting of the Committee, held on Thursday, Nov.  
11, 1858, Present:*

SIR MACDONALD STEPHENSON, <i>in the Chair.</i>	
T. W. BOWLBY, Esq.	T. P. KENNEDY, Esq.
MONSR. CHARNAUD.	R. WILKIN, Esq.
MONSR. POSNO.	G. BARKLEY, Esq.

Read and confirmed Minutes of last Meeting.

It was proposed by the Chairman, and seconded by G. Barkley, Esq., and carried unanimously;

That Messrs. Falconnet, Grace, and Aristide Baltazzi be declared Members of the Committee.

Mr. Falconnet and Mr. Grace took their seats accordingly. Mr. Bowlby reported the result of the communications with the Grand Vizir, with the Minister for Foreign Affairs, Fuad Pacha, with Mehemet Ruschdi Pacha, the President of the Tanzimat, and stated that the arrangements in reference to the Committee met their entire concurrence, and that they had requested the Chairman to communicate his views to them in writing.

Read and approved Letters from the Chairman to Aali Pacha, Fuad Pacha, and Mehemet Ruschdi Pacha.

The consideration of the "Cahier des Charges," prepared by the Commission of Public Works, was commenced, and Clauses 1 to 49 were read and approved, with amendments in Clauses 6, 11, 16, 18, 26, 28, 29, 35, 36, 38, 41, 43, 44, and 49.

The Meeting adjourned to 11:30 on Friday, 12th November. The alterations in the Clauses of the Cahier are as under:—

Clause 6. Add, "d'accord avec la Compagnie" after "Government."

Clause 11. *Average* distance between sidings to be 30,000 archines.

Clause 16. To be applicable to public roads only.

Clause 18. Omit Government interference in dimensions of Bridges, omitting paragraph "La hauteur" to Compagnie.

Clause 26. Add, "Prenant pour base la valeur antérieure à la présentation du projet du Chemin de Fer, qui doit passer par ces localités."

Clause 29. To be included in General Arbitration Clause, No. 87.

Clause 35. Omit "ou du moins après qu'elle aura été entendue."

Clause 36. Omitted } both being provided for in 35.  
Clause 38. Omitted }

Clause 41. Insert "fifty years," and "cette annuité sera payable, par semestre en monnaie effective d'or ou d'argent, le revenu du chemin de fer restant toujours comme garantie pour le paiement de la dite annuité."

Clause 39. Concession to be for ninety-nine years.

Clause 43. "La compagnie sera mise en demeure de remplir ces engagements en lui donnant un an de délai pour la reprise des travaux, à dater du jour de la mise en demeure." Compare this with No. 16 of Smyrna Railway.

Clause 44. Give twelve instead of three months' notice, and compare with No. 16 of Smyrna Railway.

Clause 49. Introduce after "Le Gouvernement d'accord avec la compagnie."

(Signed) MACDONALD STEPHENSON,  
Chairman.

*At a Meeting of the Committee, held on Friday, Nov. 12, 1858, Present:*

SIR MACDONALD STEPHENSON, *in the Chair.*

MESSRS. WILKIN,  
EDWARDS,  
CHARNAUD,  
KENNEDY,

MESSRS. BARKLEY,  
REVELAKI,  
BOWLBY,  
POSNO.

Read and confirmed Minutes of last Meeting.

The consideration of the "Cahier des Charges" was proceeded with, and Clauses 49 to 87 were read and approved of, with amendments in Clauses 50 to 62 inclusive, 68, 69, 71, 72, 78, 83, 86.

Clause 68. In fourth paragraph, 200 Paras to be substituted for 100 Paras. In last paragraph, "La Compagnie pourra" to be substituted for "La Compagnie ne pourra."

Clause 69. Insert "ne" before "pourra."

Clause 71. After "exploitation," introduce "sans un arrangement préalable avec le Gouvernement," and compare with Article 9 of Smyrna and Aidin Concession.

Clause 72. Telegraph agents to travel at same rate as military and marines, in Article 63.

Clause 78. Paragraph 2. Strike out from "à moins" to "constatés," inclusive also "d'une manière sérieuse."

Clause 83. Insert 70,000 archines, or thirty miles.

Clause 86. To be expunged.

A new Clause (88) to be added, which will define the meaning of the term "supervision."

Another Clause (89) to be added, declaring susceptibility of modification of any of the clauses of the Cahier des Charges based upon the future experience of the various companies.

It was proposed by Sir Macdonald Stephenson, seconded by M. Posno, and carried unanimously, that during the absence of Mr. Bowlby, Mr. Barkley be requested to fulfil the duties of Honorary Secretary, to which Mr. Barkley acceded.

The Committee then adjourned until it received communications from the Committee to be formed in London.

(Signed) MACDONALD STEPHENSON,  
*Chairman.*

F.

## EXTRACT FROM MR. ALISON'S REPORT OF 1858.

The Custom-houses in the capital, and the other principal ports of the empire, are ludicrously inadequate in extent to accommodate the trade. By far the greater part of the goods landed is exposed on the quays, to all the injury which the weather can inflict; while the cargoes of different ships are thrown *pêle-mêle* together, and piled one over the other, in inextricable confusion. The same description applies to the interior of the building. The operation of opening and examining the goods goes forward unregulated by any apparent system, or the most ordinary supervision of the superior authorities. No available register of the goods is kept; indeed, the whole business is conducted in a manner, and amid a scene of inconceivable confusion, which is utterly unintelligible, and which deters all persons, except those fully conversant with the strategy of the place, from attempting to investigate the reason of any charge however exorbitant, or any conduct however eccentric. The loss of goods, or their misappropriation by dishonest applicants, is very great.

It is, indeed, impossible to imagine anything more unbusiness-like than the means in use. No mechanical appliances for the discharge or loading of ships are available; and, with the exception of one used by small craft, no quay at Constantinople exists for vessels to go alongside. Nothing, indeed, has been done, except in one instance, to forward the despatch of business. Everything, besides, tends to occasion, or does actually occasion, injury to the merchandise; loss to the merchants; and detention to the ships employed in the trade.

The instance of improvement alluded to, has arisen from the concessions to the *Messagerie Impériale Steam Navigation Company* of Marseilles, of the right of erecting wharves and bonded warehouses at their own cost, whereat Customs' officers are stationed for the examination of the merchandise passing to and from the steamers of the Company. On these premises, the most perfect order reigns, and every proper facility is given for the rapid transaction of the business of a Custom-house, and for the discharge of vessels. This example shows what can be done, and the direction in which reform should work.

There can be, indeed, no question of the perfect readiness with which a thorough change can be brought about. The simple permission granted, on proper application, for the erection of as

many bonded warehouses and wharves as are required to accommodate the trade, would at once do all that is necessary. Within some of these warehouses, merchandise of a special class or kind might be stored; while others might be licensed to receive the importations of special countries, or those goods (as is now done with the *Messagerie Impériale*) which are imported by special Companies.

The introduction of this system would not cost the Government one para, and would decrease even the cost of collection, by exonerating the officials from all responsibility and charge of the merchandise, and restricting their duty to examining the goods, and collecting the proper dues thereon. All the Government has to do, in order to bring about this reform, is to authorise the erection of the necessary buildings, and to leave it to private enterprise to erect them, furnish them with all the necessary appliances, and conduct their administration on the best known system. Of course the persons erecting these buildings would charge wharfage, and warehouse-rent, on the goods deposited with them; but no fear need be entertained of this charge being exorbitant, as long as the right of erection is freely granted, and thus a healthy competition is insured; and that, moreover, importers and exporters of merchandise can fall back on the general Custom-house.

The convenience to trade in England, which such a system has afforded, is stated, by the best authorities, to be very great; and the discouragement to smuggling which it allows of, owing to the more particular supervision which the trade receives, also, obtains their approbation.

The general conclusions from the foregoing are:—

That in Turkey, no means are used to lessen the obstructions which are incidental to the collection of revenue, with the exception of the experiment lately commenced at the wharf of the *Messagerie Impériale* Company;

That the free extension to other persons of the privileges accorded to that Company—namely, that of erecting wharves and bonded warehouses—would be equivalent to affording all the facilities in practice elsewhere, accompanied by the best system of administration;

That the introduction of this reform would not cost the Government anything; would decrease the cost of collection; and render any evasion of the Customs duties more difficult.

The final division of the subject for consideration refers to the “natural and artificial facilities for the production and transport of merchandise (both raw and manufactured) possessed by Turkey;” always keeping in mind that these facilities are compared with the degree in which they exist in those countries with

which an interchange of productions is made; or which otherwise enter into competition with Turkey in the neutral markets of other States.

As regards the *natural* facilities possessed by Turkey, it is apparent, even to a superficial inquiry, that few, if any, countries in any part of the world possess the same natural advantages to the same extent.

Throughout the greater part of the Turkish Empire, the soil and climate permit of the almost inexhaustible production (in excess of the wants of the home population) of those ordinary *raw* materials which form everywhere the great staples of food and manufacture. Grain, wool, hemp, hides, tallow, timber, which form the common staples of European trade, are, everywhere where a market is open to them, produced in abundance in this country; while in addition to these ordinary products (which are also freely produced elsewhere), Turkey yields in profusion those rarer articles of merchandise—drugs, dyes, gums, fruit, vegetable oils, silk cocoons, and tobacco—which can only be abundantly and profitably produced under conditions of special advantage of climate and geographical position.

Under all these circumstances of discouragement and obstruction which surround the producer, a considerable trade in these materials has grown up, and every reason exists for the belief that this branch of commerce might be indefinitely extended, *provided* it were relieved from those pernicious restrictions and imposts (before entered into) which in so great a degree counteract the bounty of Nature; and *provided* also that the great *natural* advantages possessed by Turkey were in some more perfect degree supplemented by those indispensable *artificial* facilities of transport which can only be supplied either by the direct interposition of the Government, or by the enterprise of the general community.

As a general conclusion, it may be assumed that, as regards those “*raw* materials which are in constant demand in manufacturing countries, whether classed under general or special heads—as food, raw staples, or luxuries—Turkey possesses *natural advantages* for their cultivation and production, at least not inferior to those enjoyed by the most fertile countries of the world.”

The discoveries and improvements made in the great manufacturing countries of Europe, whilst they have *created* a demand for that raw produce which Turkey can so profitably and easily supply, have also, by that equitable incident of trade which is its most important characteristic, enabled the Western manufacturers to obtain a reciprocal market *for their goods* in Turkey. All experience goes to show that, as long as a country can freely,



like Turkey, produce a large excess of raw material, which is in constant foreign demand, it is more profitable to direct her capital, skill, and attention, to the supply of that demand, than to enter into a ruinous manufacturing competition with foreign States, in the very field which these latter have selected as best suited to their special advantages.

*Artificial* facilities for the production and transport of merchandise (whether raw or manufactured), are less employed in Turkey than in any State of Europe or America.

To find examples of similar neglect, reference must be made to those portions of the globe which remain in a state of barbarism or semi-barbarism—to Africa, and to Central Asia.

As regards manufactures, this state of things is, apparently, however, of but little importance to the general welfare (from the reflection that, under present circumstances, Turkey is not in a position to become, with advantage to herself, a manufacturing country), and sinks into absolute insignificance when compared with the magnitude of the loss inflicted on the Empire by the want of *artificial* means of transport.

It is not too much to say that this latter want, or deficiency, is pre-eminent over all the collective evils which retard the progress of the Empire, in a degree which admits of no comparison.

The latter, bad as they are, but retard the development of the Empire's resources, whereas the former absolutely limits the production of the rich soils and genial climate of the interior to the scanty measure of the local consumption.

With the exception of the coasting transport-trade, carried on by steam and sailing-vessels, the Turkish Empire possesses no means of intercommunication which are not of the most primitive and costly order. The camel, the mule, and, in some flat districts, the bullock-waggon, afford the sole means of transport. There are absolutely no "made" roads, canals, or rivers rendered navigable by art, available for the use of trade, throughout the whole Empire. The Turkish Government has tried to make two roads, and has failed in both instances;—the one, between Brussa and Gemlik, having been abandoned when about half was completed; the other, from Trebizond, never was extended two miles from the town. Nowhere, indeed, are the great natural advantages of the Empire developed by those ordinary artificial means which are indispensable in all cases to their full, and, in many cases, to their partial development.

In the interior of the Empire, vast districts of the best soils are either shut out altogether from any market, for that portion of their products, which exceeds the local consumption; or are only able to obtain one at a heavy cost, for those rarer special

products, such as dyes, wool, &c., whose weight is inconsiderable in proportion to its selling price at the port of embarkation.

In other words, in the interior of the Empire, this want of cheap transport acts as a direct prohibition to the production of the ordinary bulky exports, grain, &c., and everywhere imposes a tax on the producers, which is more or less heavy, in proportion to the weight for value of their products, and the distance which they have to be carried to the sea-board.

Under the cheapest known system of transport, this incidence of position must exist in some degree; but to reduce this discrepancy within the narrowest limits, has of late years been the great object of all the great producing countries of the world, with the exception of Turkey.

If we institute a comparison with America, which sells in the western European markets nearly the same class of goods as Turkey, and adopt, for the sake of illustration, an arbitrary approximate value of wheat on the sea-coast for both countries, say 1*l.* per quarter; and at the same time assume the cost of production in the interior to be also 12*s.* per quarter, in both instances; which leaves 8*s.* per quarter as the highest price which the exporter can afford to pay for transport to the coast: we find that, whereas in America, wheat can be carried by railroad, or canal, to the sea-board for  $\frac{1}{2}$ *d.* per quarter per mile, or 192 miles for 8*s.*, in Turkey, where the average cost of transport is fully 2*d.* per quarter, it can only be carried one-fourth the distance, or 48 miles for the same sum. That is to say, when wheat sells at 1*l.* on the sea-board, and costs 12*s.* in production, it can be profitably grown in America, for exportation, 192 miles from the coast, and only 48 miles in Turkey.

The same argument holds good for all kinds of produce, in the direct ratio of their weight and price; and this discrepancy alone, if no other existed, would sufficiently account for the different degrees of progress in prosperity which mark the two countries under comparison.

Turkey should bear in mind, that since free trade in *raw* products has been *practically* established in all the great consuming countries, every line of railway, road, or canal constructed in America, Russia, or India, adds to the existing competition in those markets; and that this legitimate rivalry, if counter-balanced by no similar exertions in this country, tends to do that for her export of *raw* produce, which the machinery of Lancashire has done for her *manufactures*.

Another incident of transport in this country deserves to be noticed, which is, that it checks, in a *greater* degree, the export of Turkish *raw* produce, than the consumption of foreign manufactures in Turkey.

A ton of raw Turkish produce may be estimated as worth, on the average of all kinds of goods, not more than 20*l.* when delivered on the sea-board. The transport of this quantity, from twenty-four miles in the interior, would, at present prices, cost 1*l.*, equal to 5 *per cent.* on its selling price at the port. And, of course, a ton of foreign manufactured goods, which are worth, on an average, at least 50*l.*, would be conveyed the same distance *into* the interior, for a like sum, which in this case, is only equivalent to 2 *per cent.* on the value of the goods. That is, *imported manufactures* are virtually, by reason of this incidence of transport, taxed less by 3 *per cent. ad valorem*, for every twenty-four miles of land transport, than falls on Turkish *exports of raw produce*.

The general conclusions, therefore, which may be drawn from this portion of the inquiry are :—

That the want of more efficient means of transport renders the cultivation of vast districts in the interior unprofitable, and everywhere imposes a tax on all exports, in proportion to their weight and the distance which they must be conveyed to the coast, which is fully four times greater than should obtain, or than is paid in America and other competing producing States ;

That the incidence of this excessive cost of transport checks the export of Turkish raw produce in a degree much greater than it checks the consumption of foreign manufactured goods in Turkey, and thus tends to subvert the reciprocity of trade, already under the Commercial Treaties injuriously affected, by the amount of duty levied on exports, in excess of that on imports ;

That, finally, this great and universal want is at once the most obvious, and the most powerful cause, for the low rate of progress which Turkey has hitherto made in material prosperity, as compared with other producing countries possessed of far inferior natural facilities for the production of raw produce, in excess of the wants of the country itself.

(Signed) C. ALISON.

G.

*Cahier des Charges de la Concession d'un Chemin de Fer.*De  
à

## TITRE I.—TRACÉ ET CONSTRUCTION DU CHEMIN DE FER.

1<sup>o</sup> La Compagnie concessionnaire du chemin de fer de

à  
s'engage à exécuter à ses frais, risques, et périls, et à terminer dans le délai de  
au plus tard, à partir de la date de l'approbation de l'itinéraire général défini par l'article suivant, tous les travaux de ce chemin de fer, et de manière qu'il soit praticable et exploité dans toutes ses parties à l'expiration du délai ci-dessus fixé. Le chemin de fer partira  
passera à ou près de et  
aboutira.

2<sup>o</sup> Dans un délai à dater du  
Firman de Concession, la Compagnie présentera au Gouvernement un itinéraire général de la direction à suivre par le chemin de fer, qui semblera s'adapter le mieux aux exigences topographiques et aux intérêts généraux de l'Empire.

Cet itinéraire se composera d'un plan topographique à une échelle qui ne sera pas moindre de 1/100,000—d'un profil en long et s'il est nécessaire, d'un certain nombre de profils en travers sur les points les plus difficiles;—d'un rapport sommaire justifiant du tracé en égard aux intérêts du Gouvernement et des localités traversées, et contenant une estimation approximative des dépenses.

3<sup>o</sup> mois après la remise du dit itinéraire, le Gouvernement fera connaître sa décision, la Compagnie entendue, sur la direction générale qui devra être suivie; si au bout de ce délai de le Gouvernement n'a pas statué, la Compagnie pourra poursuivre son travail et considérer le projet présenté par elle comme approuvé.

4<sup>o</sup> A dater de l'approbation de l'itinéraire général, la Compagnie devra soumettre au Gouvernement, de trois mois en trois mois et par sections de 30,000 archines au moins (22,500<sup>m</sup>, 00) rapporté sur un plan à l'échelle de 1/10,000, le tracé définitif du chemin de fer, conformément aux indications de l'itinéraire adopté.

La Compagnie indiquera sur ce plan la position des gares de stationnement et d'évitement, ainsi que les lieux de chargement et de déchargement. A ce même plan seront joints : un profil en long suivant l'axe du chemin de fer, un certain nombre de profils, en travers y compris le profil type de la voie, un tableau des pentes et rampes, les types relatifs aux travaux d'art les plus importants, et un devis sommaire explicatif des ouvrages.

Le profil en long sera dressé à l'échelle de 1/10,000 pour les longueurs et de 1/1000 pour les hauteurs, dont les cotes seront rapportées au niveau moyen de la mer pris pour le plan de comparaison ; au dessous de ce profil on indiquera, au moyen de trois lignes horizontales disposées à cet effet, savoir :

a. Les distances par mille archines de longueur du chemin de fer, comptées à partir de son origine ;

b. La longueur et l'inclinaison de chaque pente et rampe ;

c. La longueur des parties droites, et le développement des parties courbes du tracé, en faisant connaître le rayon correspondant à chacune de ces dernières.

5° En cours d'exécution, la Compagnie ne pourra apporter aucun changement aux plans approuvés pour ce qui a rapport tant au tracé qu'au profil longitudinal, sans en avoir préalablement soumis l'approbation au Gouvernement et sans en avoir obtenu l'autorisation. Mais pour tout le reste, elle pourra introduire les modifications de détails qu'elle jugera convenable, pourvu qu'elle reste dans les limites des dispositions fixées ci-après.

6° Les terrains seront acquis sur une largeur suffisante pour deux voies. Les terrassements et les travaux d'art pourront être exécutés pour une seule voie, sauf l'établissement d'un certain nombre de gares d'évitement, et sur toute l'étendue du chemin les rails ne seront posés que sur une seule voie, sauf les voies de garage. Toutefois, les types pour les travaux d'art devront être choisis de façon qu'ils se prêtent plus tard à la pose d'une seconde voie par une transformation peu dispendieuse et sans gêne notable pour l'exploitation.

La Compagnie sera d'ailleurs tenue d'établir une seconde voie, soit sur la totalité du chemin, soit sur les parties qui lui seront désignées lorsque l'insuffisance d'une seule voie, par suite du développement de la circulation, aura été constatée par le Gouvernement.

7° La largeur de la voie entre les bords intérieurs des rails devra être de 1,92 à 1,93 archines (1<sup>m</sup>,44 à 1<sup>m</sup>,45). Dans les parties à deux voies, la largeur de l'entrevoie, mesurée entre les bords extérieurs des rails, sera de 2,66 archines (2<sup>m</sup>,00).

La largeur des accotements, c'est-à-dire des parties comprises de chaque côté, entre le bord extérieur du rail et l'arête  
---'rière du ballast sera de 1,33 archines au moins (1<sup>m</sup>,00).

8° La Compagnie établira le long du chemin de fer les fossés, les rigoles et banquettes qui seront jugés nécessaires pour l'écoulement des eaux, l'assainissement de la voie, et la maintien des ouvrages.

9° Les alignements seront raccordés entr'eux par des courbes dont le rayon ne pourra être inférieur à 500 archines (375<sup>m</sup>,00). Une partie droite de 133 archines au moins (100<sup>m</sup>,00) devra être ménagée entre deux courbes consécutives, lorsqu'elles seront dirigées en sens contraire.

10° Le maximum de l'inclinaison des pentes et rampes est fixé à

Une partie horizontale de 133 archines au moins (100<sup>m</sup>,00) sera ménagée entre deux fortes déclivités consécutives, lorsque les déclivités se succéderont en sens contraire et de manière à verser leurs eaux au même point.

Les déclivités correspondant aux courbes de faible rayon devront être réduites autant que faire se pourra.

La Compagnie aura la faculté de proposer aux dispositions de cet article et à celles de l'article précédent les modifications qui lui paraîtraient utiles ; mais les modifications ne pourront être exécutées qu'après avoir été soumises à l'approbation du Gouvernement.

11° Les gares d'évitement devront être en nombre suffisant et distribuées de manière qu'entre chacune d'elles il n'y ait jamais une distance de plus de 30,000 archines (22,500<sup>m</sup>,00) ; la longueur de la voie d'évitement ne sera pas moindre de 260 archines environ (195<sup>m</sup>,00) y compris le retour à la voie principale.

12° En outre des gares d'évitement, il sera établi pour le service des localités placées sur le parcours du chemin de fer et de ses dépendances, des voies latérales destinées tant au stationnement qu'au chargement et au déchargement.

13° Lorsque le chemin de fer devra traverser des chemins ou routes qu'il sera nécessaire de conserver pour la communication du pays, il devra passer autant que possible au dessus ou au dessous de ces routes.

Toutefois on pourra établir des passages à niveau sur les dites voies lorsque la disposition des lieux ne permettra pas de construire des viaducs en dessus ou en dessous sans des dépenses considérables et sans apporter des embarras fâcheux à la circulation.

14° Lorsque le chemin de fer devra passer au dessus d'une route, l'ouverture du viaduc sera fixée en tenant compte des circonstances locales, et pourra varier de 4 à 10 archines (3<sup>m</sup>,00 à 7<sup>m</sup>,50), suivant l'importance des routes.

Pour les viaducs de forme cintrée, la hauteur sous clef à partir

du sol de la route sera de 6,50 archines au moins (5<sup>m</sup>,00). Pour ceux qui seront formés de poutres horizontales en bois ou en fer, la hauteur sous poutre sera de 5,75 archines au moins (4<sup>m</sup>,30).

La largeur entre les parapets des viaducs sera au moins de 10 archines (7<sup>m</sup>,50) pour les parties à deux voies et de 6 archines (4<sup>m</sup>,50) pour les parties à une voie.

15° Lorsque le chemin de fer devra passer au dessous d'une route, la largeur entre les parapets du viaduc qui supporte la voie sera fixée en tenant compte des circonstances locales et variera de 4 à 10 archines (3<sup>m</sup>,00, à 7<sup>m</sup>,50), suivant l'importance de la route.

L'ouverture du viaduc entre les culées sera au moins de 10 archines (7<sup>m</sup>,50) pour passage de deux voies, et de 6 archines (4<sup>m</sup>,50) pour une voie. La distance verticale ménagée au dessus des rails extérieurs de chaque voie pour le passage des trains ne sera pas inférieure à 6,40 archines au moins (4<sup>m</sup>,80).

16° Dans le cas où les routes seraient traversées à leur niveau par le chemin de fer, les rails devront être posés sans aucune saillie ni dépression sur la surface de ces routes, et de telle sorte qu'il n'en résulte aucune gêne pour la circulation des voitures.

Chaque passage à niveau sera muni d'une barrière qui s'ouvrira en dehors du chemin de fer; il y sera, en outre, établi une maison de garde, toutes les fois que l'utilité en sera reconnue par le Gouvernement.

La Compagnie aura soin de choisir des dispositions spéciales qui devront empêcher les animaux de s'écarter d'un côté ou de l'autre de la route et de pénétrer sur la voie proprement dite.

17° Pendant la construction du chemin de fer, s'il devient nécessaire de détourner ou de modifier l'emplacement ou les profils des routes préexistantes, l'inclinaison des pentes et rampes sur les parties modifiées ne devra pas, autant que possible, dépasser 6/100 d'archines par archine (0<sup>m</sup>,06 par mètre).

18° La Compagnie sera tenue de rétablir et d'assurer à ses frais l'écoulement de toutes les eaux dont le cours serait arrêté, suspendu ou modifié par les travaux.

Les ponts à construire à la rencontre des rivières, des canaux et des cours d'eau quelconques, auront au moins 10 archines (7<sup>m</sup>,50) de largeur entre les parapets pour deux voies et 6 archines (4<sup>m</sup>,50) pour une voie.

La hauteur et le débouché de ces ponts seront déterminés, dans chaque cas particulier, par le Gouvernement suivant les circonstances locales sur la proposition de la Compagnie.

19° Les tunnels dont l'exécution sera nécessaire auront au moins 10 archines de largeur (7<sup>m</sup>,50) entre les pieds droits au

niveau des rails pour deux voies, et 6 archines (4<sup>m</sup>,50) pour une seule voie. La distance verticale entre l'intrados et le dessus des rails extérieurs ne sera pas inférieure à 6,40 archines (4<sup>m</sup>,80).

20° La Compagnie n'emploiera dans l'exécution des ouvrages que des matériaux de bonne qualité, et elle devra se conformer à toutes les règles de l'art, de manière à obtenir une construction parfaitement solide.

Les rails et autres éléments constitutifs de la voie de fer devront être de bonne qualité et offrir la résistance propre à remplir leur destination.

21° Au plan général qui sera présenté par sections de 30,000 archines environ (22,500<sup>m</sup>,00), la Compagnie joindra un tableau, faisant connaître la nomenclature détaillée et les principales dispositions des gares d'évitement et de stationnement, des passages à niveau, des ponts et aqueducs, des viaducs par dessus et par dessous le chemin de fer, des souterrains qu'elle se propose de construire.

22° Sur le plan général et tous les projets présentés par la Compagnie, le Gouvernement devra avoir statué dans un délai de                    Passé ce délai, s'il n'a fait notifier sa décision, la Compagnie pourra regarder comme approuvés les projets présentés par elle et poursuivre la construction de ses travaux.

23° Le chemin de fer sera séparé des propriétés riveraines par des murs, haies, ou toute autre clôture dont le mode et la disposition seront suffisants pour empêcher le passage des hommes et des animaux.

24° Tous les terrains destinés à servir d'emplacement au chemin de fer et à ses dépendances, telles que voies d'évitement et de stationnement, lieux de chargement et de déchargement ou nécessaires au rétablissement des routes déplacées ou interrompues, et à de nouveaux lits de rivières ou canaux dont il aura fallu détourner le cours, seront achetés et payés par la Compagnie concessionnaire.

Néanmoins, sur tous les terrains non bâtis qui appartiennent à l'État, les portions nécessaires pour l'établissement du chemin de fer seront mises gratuitement à la disposition de la Compagnie.

25° Les indemnités pour occupation temporaire ou pour détérioration de terrains, pour chômage, modifications ou destructions d'usines et pour tout dommage quelconque résultant des travaux, seront supportées et payées par la Compagnie, à l'exception des dommages qui pourront être causés sur des terrains appartenant à l'État, où la Compagnie n'aura rien à payer.

26° L'entreprise étant d'utilité publique, la Compagnie est



investie, pour l'exécution des travaux dépendant de sa concession, de tous les droits qui, en vertu des lois et règlements, appartiennent à l'État, soit pour l'acquisition des terrains par voie d'expropriation, soit pour l'extraction, le transport et le dépôt des terres et matériaux, à la charge par elle d'indemniser les propriétaires soit par voie d'accord amiable, soit, en cas de non accord, d'après les règles établies.

Après que le tracé du chemin de fer aura été approuvé et appliqué sur le terrain, le Gouvernement fera procéder à l'expropriation dans un délai de deux mois à partir de la demande de la Compagnie; à cet effet, il enverra sur les lieux l'ingénieur et le commissaire attachés au contrôle et à la surveillance de la concession, auxquels il ajoutera les personnes qu'il jugera nécessaires.

Cette commission fera à la Compagnie la remise à bail gratuit des terrains de l'État que le chemin de fer doit traverser, et fera acheter en même temps par la Compagnie, en conformité de la loi d'expropriation pour utilité publique, les terrains appartenant à des particuliers dont la cession sera nécessaire à l'établissement du chemin de fer.

27° Dans les limites de la zone frontière et dans le rayon de servitude des enceintes fortifiées, la Compagnie sera tenue, pour l'étude et l'exécution de ses projets, de se soumettre à l'accomplissement de toutes les formalités et de toutes les conditions qui pourront être exigées par le Gouvernement. Il en sera de même lorsque le tracé rencontrera des monuments et édifices religieux.

28° La Compagnie exécutera les travaux par des moyens et des agents à son choix, mais en étant soumise au contrôle et à la surveillance de l'administration. Le contrôle et cette surveillance auront seulement pour objet d'empêcher la Compagnie de s'écarter des dispositions prescrites par le cahier des charges et de celles qui résulteront des projets approuvés.

29° Au fur et à mesure que les travaux seront terminés sur chaque partie du chemin de fer de manière que ces parties puissent être livrées à la circulation, il sera procédé à leur réception par un ou plusieurs commissaires que le Gouvernement désignera.

Sur le vû de cette reconnaissance le Gouvernement autorisera, s'il y a lieu, la mise en exploitation des parties dont il s'agit; après cette autorisation, la Compagnie pourra mettre les dites parties en service, et percevoir les droits de péage et le prix de transport conformément au tarif déterminé.

Toutefois ces réceptions partielles ne deviendront définitives qu'après la réception générale du chemin de fer entier.

30° Après l'achèvement total des travaux, la Compagnie fera

faire à ses frais un bornage contradictoire et un plan cadastral de toutes les parties du chemin de fer et de ses dépendances.

Elle fera également dresser à ses frais et contradictoirement avec le Gouvernement, un état descriptif des ponts, aqueducs et autres ouvrages d'art exécutés conformément au présent cahier des charges ; une expédition authentique des procès-verbaux de bornage, du plan cadastral et de l'état descriptif seront déposés dans les archives du Ministère des travaux publics.

31°. Les monuments déjà découverts ou qui pourront l'être à la suite des travaux du chemin de fer, ne devront en aucune manière être endommagés par la Compagnie, celle-ci devra donner avis de leur découverte au Gouvernement qui prendra soin de les faire enlever ou d'en disposer le plus tôt possible pour ne pas entraver l'exécution des travaux.

Les statues, médailles, objets d'art, fragments archéologiques, etc. qui seraient trouvés pendant l'exécution des travaux ou durant l'exploitation sur les terrains achetés par la Compagnie, appartiendront par moitié à l'État et par moitié à la Compagnie, sauf toutefois, au Gouvernement le droit de préemption.

32° Dans toutes les propositions, toutes les discussions, et tous les actes relatifs au chemin de fer, il ne sera fait usage que des mesures fixées comme il suit :

Pour les longueurs, les surfaces et les cubes, l'unité fondamentale sera l'archine, équivalant à  $\frac{2}{3}$  du mètre français ( $0^m, 75^e$ ), ou  $\frac{1}{3}$  du pied anglais, dont la longueur est de ( $0^m, 30479$ ).

Pour les poids on prendra pour unité l'ocque que l'on supposera équivalant à  $\frac{1}{4}$  du kilogramme français ( $1^k, 25$ ),  $\frac{2}{3}$  de la livre anglais (de  $0^k, 4534$ ).

## TITRE II.—ENTRETIEN ET EXPLOITATION.

33° Le chemin de fer et toutes ses dépendances seront constamment entretenus en bon état et de manière que la circulation sur toute son étendue soit toujours facile et sûre.

Les frais d'entretien et ceux de réparation, soit ordinaires soit extraordinaires, resteront entièrement à la charge de la Compagnie.

Si le chemin de fer une fois achevé n'est pas constamment entretenu en bon état, après une mise en demeure régulière, il y sera pourvu d'office à la diligence du Ministère des travaux publics et aux frais de la Compagnie. La somme des dépenses faites d'office sera recouvrée sur la présentation d'états réguliers que le Gouvernement rendra exécutoires.

34° Les machines locomotives qui seront affectées aux transports sur la voie de fer devront être construites sur les meilleurs

modèles connus. Les voitures des voyageurs devront également être construites d'après les meilleurs modèles.

35° Le Gouvernement prendra, d'accord avec la Compagnie, ou du moins après qu'elle aura été entendue, les mesures et les dispositions nécessaires pour assurer la police, la sûreté, l'exploitation et la conservation du chemin de fer et des ouvrages qui en dépendent.

Toutes les dépenses qu'entraînera l'exécution des mesures prescrites en vertu de ce règlement seront à la charge de la Compagnie.

36° La Compagnie devra soumettre à l'approbation du Gouvernement les règlements particuliers de toute nature qu'elle jugera utiles au service et à l'exploitation du chemin de fer.

37° Les règlements sus-mentionnés seront obligatoires pour la Compagnie concessionnaire et pour celles qui obtiendraient ultérieurement l'autorisation d'établir des lignes de chemin de fer d'embranchement ou de prolongement à celle qui fait l'objet de la présente concession, et, en général, pour toutes les personnes qui emprunteraient l'usage du chemin de fer.

38° Pour tout ce qui concerne l'entretien et la réparation du chemin de fer et de ses dépendances, l'entretien du matériel et le service de l'exploitation, la Compagnie sera soumise au contrôle et à la surveillance de l'administration.

### TITRE III.—DURÉE, RACHAT ET DÉCHÉANCE DE LA CONCESSION, CAUTIONNEMENT, GARANTIE.

39° La durée de la concession pour la ligne de chemin de fer qui fait l'objet du présent cahier des charges sera de  
elle commencera à courir à partir de la date du Firman de concession.

40° À l'époque fixée pour l'expiration de la concession, et par le seul fait de cette expiration, le Gouvernement sera subrogé à tous les droits de la Compagnie sur le chemin de fer et ses dépendances, et il entrera immédiatement en jouissance de tous ses produits.

La Compagnie devra avoir mis en bon état d'entretien le chemin de fer, les ouvrages qui le composent et ses dépendances, tels que gares, lieux de chargement et de déchargement, établissements aux points de départ et d'arrivée, maisons de gardes et de surveillants, bureaux de perception, machines fixes, et en général tous autres objets immobiliers qui n'auront pas pour destination distincte et spéciale le service des transports.

Dans les cinq dernières années qui précéderont le terme de la concession, le Gouvernement aura le droit de saisir les revenus du

chemin de fer et de les employer à rétablir en bon état le chemin de fer et ses dépendances, si la Compagnie ne se mettait pas en mesure de satisfaire pleinement et entièrement à cette obligation. En ce qui concerne les objets mobiliers, tels que machines, locomotives, wagons, charriots, voitures, ustensiles de construction et de réparation, etc., combustibles et approvisionnements de tous genres, et en outre les objets mobiliers non compris dans l'énumération précédente, le Gouvernement sera obligé de les acheter à dire de experts, et réciproquement, si le Gouvernement le requiert, la Compagnie sera tenue de les céder de la même manière.

Toutefois le Gouvernement ne sera tenu de prendre que les approvisionnements nécessaires à l'exploitation pendant six mois.

41° À toute époque, après l'expiration des premières années de la concession, le Gouvernement aura la faculté de racheter la concession dudit chemin de fer.

Pour régler le prix du rachat, on relèvera les produits nets annuels obtenus par la Compagnie pendant les sept années qui auront précédé celle où le rachat aura été effectué ; on en déduira les produits nets des deux plus faibles années et l'on établira le produit net moyen des cinq autres années. Ce produit net moyen formera le montant d'une annuité qui sera due et payée à la Compagnie pendant chacune des années restant à courir sur la durée de la concession.

Dans aucun cas le montant de l'annuité ne sera inférieur au produit net de la dernière des sept années prises pour termes de comparaison.

La Compagnie recevra, en outre, dans les trois mois qui suivront le rachat, les remboursements auxquels elle aurait droit à l'expiration de la concession, selon l'article 40.

Toutefois, dans le cas où le Gouvernement aurait exigé la pose de la seconde voie, le délai de années au bout duquel il aura la faculté du rachat courra à partir de la mise en exploitation de cette seconde voie.

42° Si dans le délai d'un an, à partir de la date de l'approbation de l'itinéraire général, la Société n'a pas commencé les travaux, elle sera, par ce seul fait et sans qu'il soit besoin de mise en demeure ou signification judiciaire quelconque, déchue de plein droit de la présente concession.

Dans le cas de déchéance, la somme déposée à titre de cautionnement deviendra la propriété du Gouvernement.

43° Faute par la Société d'avoir exécuté et terminé les travaux dans les délais fixés par l'article 1<sup>er</sup>, faute enfin par elle d'avoir rempli les diverses obligations qui lui sont imposées par le présent cahier des charges, la Société encourra la déchéance.

Il sera dès lors pourvu tant à la continuation et à l'achèvement des travaux qu'à l'exécution des autres engagements contractés

par la Compagnie au moyen d'une adjudication qu'on ouvrira sur les bases du présent cahier des charges et sur une mise à prix des ouvrages déjà construits, des matériaux approvisionnés, des terrains achetés et des portions de chemins déjà mises en exploitation.

Cette adjudication sera dévolue à celui des soumissionnaires qui offrira la plus forte somme pour les objets compris dans la mise à prix.

Les soumissions pourront être même inférieures à la mise à prix. La Société évincée recevra de la nouvelle Société la valeur que la nouvelle adjudication aura ainsi déterminée pour lesdits objets. Si la susdite adjudication n'amène aucun résultat, une seconde adjudication sera tentée sur les mêmes bases après un délai de six mois, et si cette seconde tentative reste également sans résultat, la Société sera définitivement déchue de ses droits à la présente concession et les parties du chemin de fer déjà exécutées ou qui seraient mises en exploitation deviendront la propriété de l'État.

La portion du cautionnement non encore restituée restera au pouvoir du Gouvernement.

44° Si l'exploitation du chemin de fer vient à être interrompue en totalité ou en partie par le fait de la Compagnie, le Gouvernement prendra immédiatement aux frais, risques et périls de la Compagnie, les mesures nécessaires pour assurer provisoirement le service.

Si, dans les trois mois de l'organisation du service provisoire, la Compagnie n'a pas valablement justifié qu'elle est en état de reprendre et de continuer l'exploitation, et si elle ne l'a pas effectivement reprise, la déchéance pourra être prononcée par le Gouvernement. Cette déchéance prononcée, le chemin de fer et toutes ses dépendances seront mis en adjudication, et il sera procédé ainsi qu'il est dit à l'article précédent.

45° Les dispositions des trois articles qui précèdent, ne seront point applicables au cas où le retard ou la cessation des travaux et de l'exploitation proviendraient de force majeure régulièrement constatée.

46° Avant l'obtention du Firman de concession, la Compagnie qui se propose de faire exécuter et exploiter la ligne de fer qui fait l'objet du présent cahier des charges, déposera entre les mains du Gouvernement un cautionnement provisoire de

en espèces ou en valeurs Turques acceptables par le trésor public.

Dans les trois mois qui suivront la remise du Firman de concession, le cautionnement provisoire déjà déposé sera porté par un nouveau versement à la somme de  
qui constituera le cautionnement définitif de la Compagnie.

47° À dater du jour de la concession, la somme primitivement déposée, fait définitivement partie du cautionnement; elle produira en faveur de la Compagnie intérêt à par an. Il en sera de même pour la somme de complé-  
mentaire du cautionnement à dater du jour de son versement effectif.

48° Le cautionnement stipulé à l'article précédent sera restitué à la Compagnie par dixième et au fur et à mesure de l'achèvement des travaux, de manière que lorsqu'elle aura effectué pour de travaux, il lui sera rendu pour de travaux une somme de et ainsi du reste par somme de jusqu'à la restitution complète du montant total du cautionnement.

49° Le Gouvernement arrêtera un règlement relatif au monde suivant lequel la Compagnie devra justifier du montant de ses recettes de toute nature et de ses dépenses annuelles d'entretien et d'exploitation, et aussi aux attributions de surveillance que son Commissaire devra exercer sur les actes d'administration de la Compagnie.

#### TITRE IV.—TARIFS ET CONDITIONS RELATIFS AU TRANSPORT DES VOYAGEURS ET DES MARCHANDISES.

50° Pour indemniser la Compagnie des travaux et dépenses qu'elle s'engage à faire par le présent cahier des charges et sous la condition expresse qu'elle en remplira exactement toutes les obligations, le Gouvernement lui accorde l'autorisation de percevoir, pendant toute la durée de la concession, les droits de péage et les prix de transport pour les voyageurs et les marchandises, dont le maximum de tarif est soumis aux limitations suivantes :

1° *Voyageurs, par tête et par longueur de 1,000 archines :*

1 <sup>re</sup> classe	20	paras	( 0 f. 133	environ	par	kilomètre)
2 <sup>e</sup>	15	„	( 0 f. 10	„	„	„ )
3 <sup>e</sup>	10	„	( 0 f. 0667	„	„	„ )

2° *Bestiaux, par tête et par longueur de 1,000 archines :*

Bœufs, vaches, taureaux, chevaux, mulets, chameaux, bêtes de trait	20	paras	( 0 f. 133	par	kilomètre)
Veaux et porcs	7	„	( 0 f. 0467	„	„ )
Moutons, brebis, agneaux, chèvres	3	paras	( 0 f. 02	par	kilomètre).

3° *Marchandises, par fractions de 10 ocques et par longueur de 1,000 archines :*

1<sup>re</sup> Classe—Fers et plombs ouvrés, cuivres, fontes moulées et

autres métaux ouvrés ou non, vinaigres, vins, boissons spiritueuses, huiles, suifs, cotons, soies, lainages, bois de menuiserie, de teinture et autres bois exotiques, garance, sucre, cafés, thés, drogues, épiceries, denrées coloniales et objets de librairie, plumes, duvets, colle de poisson, porcelaine, faïence, plantes, fruits, houblon, meubles, instruments de musique, pelleterie, glaces, verres à glace, tabacs, bougies, armes, étoffes, carrosseries, cuirs, stéarine, 1/3 de para (environ 0 f. 18<sup>c</sup> par tonne par kilomètre.)

2<sup>me</sup> Classe—Minéraux, coke, charbon de bois, perches, planches, madriers, bois de charpente, marbre en bloc, pierres de taille, bitume, ardoises, fontes brutes, fer en barres ou en feuilles, plomb en saumon, chanvre, lins, poissons, et viandes salées, etc.

1/4 de para (environ 0 f. 15<sup>c</sup> par

tonne et par kilomètre).

3<sup>me</sup> Classe—Céréales de tout genre, farines, sel, chaux, plâtre, bois à brûler, pierres à chaux et à plâtre, moëllons, cailloux, sable, argile, tuiles, briques, pavés et matériaux divers, charbon de terre, marne, cendres, fumiers et engrais 1/5 de para (environ 0 f. 10 par tonne et par kilomètre.)

4<sup>o</sup> *Voitures et matériel roulant, par pièce et par longueur de 1,000 archines :*

Voitures à 2 ou à 4 roues à un fond et à une seule banquette dans l'intérieur, 35 paras (0 f. 24 par kilomètre).

Voitures à 4 roues à deux fonds et à deux banquettes dans l'intérieur, 50 paras (0 f. 33 par kilomètre).

Wagons ou charriots pour marchandises, 30 paras (0 f. 20 par kilomètre).

Locomotives 500 paras (3 f. 33 par kilomètre).

Tender 300 paras (2 f. 00 „ „).

Il est entendu que dans toutes ces évaluations de tarifs, le para est considéré comme le  $\frac{1}{10}$  de la piastre, elle-même considérée comme le  $\frac{1}{100}$  du Medjidié d'or ou livre turque.

51<sup>o</sup> Tout voyageur dont le bagage ne pèsera pas plus de 25 ocques n'aura à payer pour le port de ce bagage aucun supplément du prix de sa place.

Le poids de bagages excédant 25 ocques sera payé à raison de 1/2 para par 10 ocques et par longueur de 1,000 archines (0 f. 27 c. par tonne et par kilomètre).

52<sup>o</sup> Au dessous de trois ans les enfants ne paieront rien, à la condition d'être portés sur les genoux des personnes qui les accompagnent.

De 3 à 7 ans, ils paieront demi place et auront droit à une place distincte; toutefois dans un compartiment deux enfants ne pourront occuper que la place d'un voyageur.

Au dessus de sept ans les enfants paieront place entière.

Les chiens transportés dans les trains de marchandises paieront 1 para et demi par tête et par longueur de 1,000 archines (0 f. 01 par tête et par kilomètre).

Dans les trains de voyageurs le prix sera double.

53° Les marchandises qui sur la demand des expéditeurs seraient transportées à la vitesse des trains de voyageurs paieront à raison de  $\frac{3}{4}$  de para par 10 ocques et par longueur de 1,000 archines (0f. 36 environ par tonne et par kilomètre).

54° Pour les voitures, chevaux, bestiaux, poissons frais et gibier qui, sur la demande des expéditeurs, seraient transportés dans les trains des voyageurs, on appliquera le double des taxes portées au tarif.

55° Les denrées, marchandises, effets et animaux non désignés au tarif précédent seront rangés, pour les droits à percevoir, dans les classes avec lesquelles ils auront le plus d'analogie.

56° La Compagnie présentera à l'approbation du Gouvernement un tarif special :

1° Pour le transport des paquets, colis, petits articles pesant isolément moins de 20 ocques ;

2° Pour l'or et l'argent, soit en lingots, soit en monnaies ou travaillés, plaqués d'or et d'argent, mercure, platine, bijoux, pierres précieuses et autre valeurs.

57° Les tarifs déterminés au présent cahier des charges ne sont point applicables à toute masse indivisible pesant plus de 2500 ocques.

Néanmoins, la Compagnie ne pourra se refuser à transporter les masses indivisibles pesant de 2,500 à 4,000 ocques, mais les tarifs seront augmentés de moitié.

La Compagnie ne pourra être contrainte de transporter des masses indivisibles pesant plus de 4,000 ocques ; si, nonobstant la disposition qui précède, la Compagnie transporte des masses indivisibles pesant plus de 4,000 ocques, elle devra, pendant trois mois au moins, accorder la même facilité à tous ceux qui en feraient la demande.

58° Les perceptions suivant les tarifs indiqués ci-dessus auront lieu par mesures de dix ocques et de 1,000 archines, sans égard aux fractions de poids et de distance ; tout excédant de 10 ocques est compté pour 10 ocques. Toute longueur entamée sera payée comme une longueur de 1000 archines ; néanmoins pour toute distance parcourue moindre de 10,000 archines, le prix sera perçu comme pour une longueur de 10,000 archines. Toutefois, pour les excédants de bagage et marchandises à grande vitesse, l'application des tarifs aura lieu par fraction de 5 ocques.

59° Les frais accessoires non mentionnés au tarif, tels que ceux de factage, de camionnage, de chargement, de déchargement et



d'entrepôt dans les gares et magasins du chemin de fer, seront payés en dehors des tarifs ci-dessus spécifiés, mais d'après des prix soumis à l'approbation du Gouvernement.

60° Les tarifs ci-dessus fixés établissent une limite que la Compagnie ne pourra, dans aucun cas, dépasser à moins d'une autorisation expresse du Gouvernement; mais elle pourra les réduire pour l'ensemble ou seulement pour quelques uns pour l'étendue de la ligne ou pour le parcours d'une ou plusieurs sections, suivant les circonstances ou localités et la nature des marchandises.

61° Les tarifs une fois abaissés pourront être relevés dans la limite du maximum, mais seulement trois mois après avoir été appliqués, et après un avertissement préalable d'un mois.

62° Les expéditions des marchandises, à moins de stipulations expresses motivées sur des réductions de tarif au dessous de la limite légale, ou sur des facilités d'autre nature données au commerce, auront lieu dans l'ordre de remise à la gare de départ.

#### TITRE V.—STIPULATIONS RELATIVES À DIVERS SERVICES.

63° Les militaires ou les marins expédiés isolément ou en corps pour le service ne seront assujettis, eux et leurs bagages, qu'à la moitié de la taxe établie dans le tarif. En outre, lorsque le Gouvernement aura besoin d'expédier des troupes ou un matériel militaire ou naval sur l'un des points desservis par le chemin de fer, la Compagnie devra mettre à sa disposition, pour moitié de la taxe du même tarif, tous ses moyens de transports.

64° Le Gouvernement jouira aussi d'une réduction à moitié taxe pour le transport des détenus et condamnés.

La Compagnie sera tenue de mettre à sa disposition, lorsqu'il le requerra, un ou plusieurs compartiments de voitures de 2<sup>me</sup> ou de 3<sup>me</sup> classe, et les employés, les gardiens et les prisonniers, placés dans ces compartiments, ne seront assujettis qu'à la moitié de la taxe.

65° Dans le cas où le Gouvernement voudrait pour le transport des prisonniers faire usage de voitures spéciales construites de manière à pouvoir circuler sur la voie de fer, le transport de ces voitures sera gratuit; mais les employés, gardiens et prisonniers seront soumis à la taxe des voitures de 3<sup>me</sup> classe.

66° La surveillance et la police des convois de prisonniers demeureront à la charge du Gouvernement.

67° Les fonctionnaires ou agents chargés de l'inspection, du contrôle et de la surveillance du Gouvernement, seront transportés gratuitement dans les voitures de la Compagnie, ainsi que les agents qui auront à exercer une surveillance sur le chemin de

fer dans l'intérêt de la perception des droits de douane ou autres impôts.

68° La Compagnie est tenue d'effectuer gratuitement dans les trains ordinaires de voyageurs le transport des dépêches accompagnées des agents nécessaires au service. A cet effet, elle réservera dans chaque train de voyageurs un ou plusieurs compartiments de voitures de 2<sup>me</sup> classe, suivant qu'elle en sera requise.

Le Gouvernement aura en outre le droit d'exiger pour le transport des dépêches un train spécial par jour dans chaque sens, dont les heures de départ ainsi que la marche et le stationnement seront réglées par lui, la Compagnie entendue.

Le Gouvernement pourra placer dans ces trains spéciaux des voitures appropriées au transport des dépêches ; les wagons postes seront construits et entretenus à ses frais.

Pour ces trains spéciaux, il sera payé par le Gouvernement à la Compagnie une rétribution de 100 paras par voiture et pour chaque longueur de 1,000 archines parcourues.

La vitesse de ces trains spéciaux ne sera pas de moins de 50,000 archines à l'heure, temps d'arrêt compris (environ 34 kilomètres).

La Compagnie pourra placer dans ces trains spéciaux des voitures de toute classe pour le transport des voyageurs et des marchandises.

69° La Compagnie ne pourra être tenue d'établir des trains spéciaux ou de changer les heures de départ, la marche et le stationnement de ces trains, qu'autant que le Gouvernement l'aura prévenue, par écrit, un mois à l'avance.

70° Dans les stations où il y aura nécessité d'établir un Bureau de Poste, la Compagnie sera tenue de donner gratuitement dans ses bâtiments un cabinet ou local convenable.

71° La Compagnie devra établir à ses frais tous les appareils, poteaux et fils télégraphiques nécessaires pour son propre service, mais elle n'en fera usage que sous la surveillance des agents supérieurs des lignes télégraphiques du Gouvernement, sans pouvoir, dans aucun cas, les appliquer à la transmission des dépêches d'intérêt privé ou autres ne concernant point le service de l'exploitation. Dans le cas où le Gouvernement voudrait exploiter une ligne télégraphique particulière le long du chemin de fer, il pourra se servir des poteaux du télégraphe de la Compagnie pour supporter ses propres fils, ou établir à ses frais un nouveau système de poteaux et constructions, sans nuire au service du chemin de fer.

72° Les agents de la télégraphie voyageant pour le service de la ligne télégraphique auront le droit de circuler gratuitement dans les voitures du chemin de fer.

73° Outre les bâtiments nécessaires au service du chemin de fer et de la télégraphie, la Compagnie fera construire à ses frais et mettra gratuitement à la disposition du Gouvernement les locaux destinés aux Bureaux de Douane et de Police.

#### TITRE VI.—CLAUSES DIVERSES.

74° Tous les matériaux, pierres, bois, fer et houille, les machines et le matériel, nécessaires à la construction ainsi qu'à l'exploitation du chemin de fer qui seront pris sur le territoire de l'Empire seront exempts de toutes taxes ou droits de circulation pendant toute la durée de la concession. Le gouvernement pourra également accorder à la Compagnie l'entrée en franchise de ces matériaux et objets venus de l'étranger, mais seulement pour les quantités qui seront nécessaires au premier établissement et à la mise en exploitation du chemin de fer.

75° Le Gouvernement placera des agents aux stations frontières où il le jugera nécessaire, pour vérifier les marchandises transportées par la Compagnie et pour en percevoir les droits suivant les règlements et tarifs de la Douane, de manière que les propriétaires en consignation ne soient pas par la suite obligés de les faire repasser par les Douanes.

76° Aucun impôt d'aucune espèce ne pourra être établi sur le sol, fonds ou revenu du chemin de fer pendant toute la durée de la concession.

La Compagnie sera, d'ailleurs, exempte de tous droits de timbre ou autres quelconques pour les actes relatifs à sa concession et à son organisation.

77° La Compagnie sera entièrement libre dans le choix du personnel de la Direction et des Employés du chemin de fer, ainsi que dans tout ce qui concerne l'administration et l'exécution de l'entreprise.

Toutefois, dans son ensemble, elle reste soumise aux lois générales de l'Empire Ottoman, existantes ou à intervenir.

Mais il est entendu que les individus au service de la Compagnie, d'origine étrangère, resteront sous la protection de leurs nations respectives suivant les traités en vigueur.

78° Le Gouvernement se réserve expressément le droit d'accorder de nouvelles concessions de chemin de fer, s'embranchant sur le chemin concédé, comme ramifications ou prolongements, sans que la Compagnie puisse s'opposer à ces embranchements, ni prétendre à aucune indemnité à moins qu'il n'en résulte des obstacles à l'exploitation, ou que lesdits embranchements ne lui aient causé des frais.

La Compagnie aura la préférence, à conditions égales, pour la

concession de ces ramifications ou prolongements. Il est convenu également qu'à moins de motifs graves, politiques ou commerciaux reconnus et constatés, le Gouvernement ne pourra accorder de concession pour d'autres chemins de fer qui compromettraient d'une manière sérieuse les intérêts se rattachant à la présente concession.

79° La Compagnie concessionnaire des embranchements et prolongements et celle de la ligne principale devront s'entendre, afin que la circulation ne soit pas interrompue aux points d'embranchement, mais soit, au contraire, continuée de l'une à l'autre ligne et réciproquement.

80° Si les Compagnies ne se mettaient pas d'accord sur les moyens à adopter pour assurer la libre circulation d'une ligne à l'autre, le Gouvernement aura la faculté d'y pourvoir d'office et de prescrire toutes les mesures nécessaires à cet effet.

81° Dans le cas où le Gouvernement ordonnerait la construction de nouvelles routes, de canaux ou d'autres chemins de fer qui traverseraient celui qui fait l'objet de la présente concession, la Compagnie ne pourra y mettre obstacle, mais toutes les dispositions nécessaires devront être prises pour qu'il n'en résulte aucune entrave à la construction ou au service du chemin de fer, ni aucuns frais pour la Compagnie.

82° La Compagnie aura la faculté, moyennant l'autorisation spéciale du Gouvernement et sous l'observation des lois et règlements du pays :

1° D'acquérir des terres et de les exploiter pour plantations, cultures, constructions de bâtiments, etc.

2° D'établir, aux conditions que le Gouvernement déterminera, des routes de terre ou autres, chemins de service de fer ou de bois, canaux, docks, ports, etc., qu'elle exploitera pour la correspondance des stations du chemin de fer avec les localités voisines.

3° D'établir ou d'exploiter des entreprises de transport sur les fleuves et rivières navigables et sur mer, ou de traiter avec les entreprises du même genre déjà existantes ou qui pourront être créées.

4° D'entreprendre des exploitations de mines, forêts, carrières et d'autres industries semblables.

83° La Compagnie aura la préférence pour la concession et l'exploitation des mines, forêts, carrières qui ne sont déjà ni concédées ni exploitées et qui se trouvent dans un zone de archines de largeur de chaque côté du chemin de fer.

84° Il sera institué près de la Compagnie un ou plusieurs ingénieurs, inspecteurs ou commissaires, spécialement chargés de surveiller les opérations de la Compagnie.

85° Les frais de visite, de surveillance et de réception des travaux et les frais de contrôle de l'exploitation seront supportés

par la Compagnie, qui en effectuera le paiement aux ayant-droit sur la présentation d'états réguliers arrêtés par le Gouvernement, la Compagnie entendue.

86° Afin de pourvoir au traitement du personnel désigné à l'article 84, la Compagnie sera tenue de verser, chaque année à la caisse du Gouvernement, une somme de                    par 1,000 archines de chemin de fer concédé et livré à l'exploitation. Cette somme sera de                    par 1,000 archines de chemin de fer concédé mais non encore livré à l'exploitation.

87° Toute contestation qui pourra s'élever entre la Compagnie et le Gouvernement au sujet de l'exécution et de l'interprétation d'un article du présent cahier des charges, sera jugée par une Commission mixte composée d'arbitres nommés en nombre égal des deux parts.

Le jugement de ces arbitres sera exécutable et obligatoire sans appel.

En cas de partage des voix, il sera élu un nouvel arbitre par les membres mêmes de la Commission.

Le présent cahier des charges a été adopté et approuvé par Iradé ou Hat de S. M. I. le Sultan, pour être appliqué à toutes les concessions de chemin de fer qui seront faites dans l'Empire Ottoman.

## H.

### OTTOMAN RAILWAY CONCESSION.

#### *Chemin de Fer de Smyrne à Aidin.*

Convention relative au Chemin de fer de Smyrne à *Guzel Hissar Aidin* l'an de l'hégire 1272 le 23 *Mouharrem* ce qui correspond à l'année 1856 le 23 Septembre entre LL. EE. le Ministre des Affaires Etrangères le Ministre des Finances et le Ministre du Commerce et des Travaux Publics pour le Gouvernement de Sa Majesté Impériale le Sultan d'une part, et Monsieur Robert Wilkin représentant Messrs. Sir Joseph Paxton, George Wythes, William Jackson et Augustus William Rixon, fondateurs de la Compagnie spécialement autorisé par procuration en règle en date du 11 Juillet 1856, et agissant en vertu des pleins pouvoirs qui lui ont été conféré en ce qui concerne le chemin dont il s'agit, et qui sont déposés au Ministère Impérial des Finances, d'autre part :

Il a été convenu ce qui suit :—

Art. 1.—Le Gouvernement de Sa Majesté Impériale le Sultan

concède à la Compagnie susmentionnée la ligne entre Smyrne et Guzel Issar Aidin aux conditions ci-après.

Art. 2.— Cette ligne partant de Smyrne aboutira à Guzel Hissar Aidin traversant les plaines ou les environs de Seydi-Keuy, Oglanès, Trianda, Tourbalu, Baidir Tirra et de là par les gorges des Montagnes de la chaîne de Gumé-Daghi qui offriront le plus de facilités pour aboutir au terminus de Guzel Hissar Aidin.

La Compagnie s'oblige à soumettre à l'approbation du Gouvernement Impérial le tracé détaillé de la ligne dans lequel les deux terminus de la même seront indiqués et ce dans un délai qui ne dépassera pas les huit mois à dater de la signature du présent contrat ou plutôt si faire se peut.

Quant au cahier de l'évaluation approximative des travaux de la ligne il sera soumis au Gouvernement Impérial au plus tard dans huit mois à dater des présentes.

Art. 3.— La Compagnie aura la faculté d'établir des embranchements ferrés ou des chemins vicinaux aboutissant à la ligne principale dans la limite fixée dans un rayon de dix lieues ou trente milles Anglais, ou soixante-dix mille quatre-cents pics Turcs de la ligne principale. Tout embranchement ferré fera partie de la voie principale, quant aux routes ordinaires ou chemins vicinaux qui seront construits par la Compagnie passant sur des terrains concédés soit par le Gouvernement soit par les habitants il ne sera prélevé aucun péage. La Compagnie prélèvera avec le consentement du Gouvernement un péage modéré seulement sur les routes ou chemins ordinaires chaussées dont elle aura acquis le terrain à ses propres frais et qui feront partie de la concession générale. Le tracé descriptif et détaillé de ces embranchements routes ordinaires chaussées ou chemins vicinaux sera au préalable soumis à l'assentiment du Gouvernement Impérial.

Art. 4.— La Compagnie devra faire exécuter les travaux pour l'établissement d'une seule voie en s'engageant à établir la deuxième voie sur toutes les parties du chemin de fer excepté le tunnel qui traversera la chaîne de Gume' dagh dès que le trafic se développe et que la nécessité de deux voies parallèles se manifeste par l'accroissement de la circulation et par l'insuffisance d'une seule voie.

Art. 5.— La Compagnie pourra élever aux terminus de la ligne, à Smyrne et à Guzel Hissar Aidin ainsi qu'aux différentes stations les constructions qui seront indispensables pour le service du chemin de fer et pour faciliter le trafic de la ligne, la Compagnie pourra aussi faire construire à Smyrne au terminus de la ligne un quai spécial avec ses dépendances pour y charger et décharger exclusivement les marchandises qui doivent traverser

la ligne, et ce dans les limites nécessaires au service de la même. Le Gouvernement de son côté placera des préposés de douane à la station ou au quai du chemin de fer à Smyrne et partout ailleurs où il le jugera nécessaire pour vérifier les marchandises transportées par la Compagnie et pour en percevoir les droits de douane sans que les consignataires de ces marchandises soient par suite obligés à les faire repasser par la douane. La Compagnie aussi s'engage de son côté à établir à ses frais des bureaux spéciaux destinés à ces préposés, à réserver des bureaux ou chambres séparées pour les commissaires et autres employés nécessaires du Gouvernement dans les stations les plus importantes de la ligne.

Art. 6.—La Compagnie est obligée à clore le parcour des rails par des haies ou palissades et à entretenir constamment toute la ligne et tous ses embranchements en bon et parfait état d'exploitation.

Art. 7.—La Compagnie s'engage à exécuter à ses frais risques et périls tous les travaux du chemin de fer et de ses embranchements ci-dessus concédés de manière que la ligne principale soit praticable et exploitée dans toutes ses parties à l'expiration de quatre ans à partir de la date du Firman de la concession.

Art. 8.—Le chemin de fer à la rencontre des routes publiques ou des cours d'eau devra passer soit au dessus soit au dessous de ces routes ou cours d'eau en jetant des ponts ou en faisant des excavations. Les croisements de niveau seront tolérés seulement pour les petits chemins. La Compagnie s'abstiendra en tout cas de détruire des édifices destinés aux cultes.

Art. 9.—La Compagnie devra établir des fils télégraphiques placés immédiatement sur le parcours du chemin de fer principal et sur ses embranchements ferrés. Ces fils télégraphiques devront fonctionner pour le public simultanément avec l'ouverture totale du chemin de fer. Seulement la Compagnie sera soumise au règlement spécial qui sera fait relativement à la correspondance autre que celle qui regarde les communications qui ont rapport au service du chemin de fer. Dans tous les cas la Compagnie devra mettre un des fils du télégraphe à la disposition spéciale du Gouvernement et de ses agents.

Art. 10.—Tout terrain de la propriété de l'État indispensable à la construction soit de la ligne elle-même et de ses embranchements soit des stations magasins et bureaux, seront donnés à titre de bail gratuit à la Compagnie.

Art. 11.—Les terrains de cette catégorie qui appartiendraient aux particuliers seront achetés et payés par la Société concessionnaire en conformité de la loi d'expropriation relative à l'achat des terrains nécessaires aux travaux publics. Outre la valeur des terrains celle des bâtisses arbres et autres qui s'y trouveraient,

sera estimée et acquittée. Après que le tracé de la ligne aura été fait le Gouvernement Impérial enverra sur les lieux des Commissaires et Ingénieurs et afin de faire à la Compagnie la remise à titre gratuit de la partie des terrains de l'État que la ligne doit traverser et de faire acheter en même temps par la Compagnie en conformité de la loi d'expropriation la partie des propriétés privées situées sur le parcours de la ligne, une commission sera nommée par le Gouvernement sur les lieux dans laquelle la Compagnie sera représentée pour défendre ses intérêts. La décision de cette commission sera immédiatement exécutée par le Gouverneur Général de la province.

Art. 12.—Le Gouvernement Impérial concède à la Compagnie dans les conditions plus bas énoncées toutes les mines de charbon de terre situées sur des terrains de l'État qui ne se trouvent en la possession de personne, dans une distance de trente milles Anglais soit dix lieues ou soixante-dix mille quatre-cents pics Turcs à partir des deux côtés de la ligne. Si les mines de charbon de terre sans être situées sur des terrains appartenant à l'État se trouvent sur des propriétés particulières une commission sera formée des fonctionnaires du Gouvernement et des experts nécessaires pour estimer le prix des terrains susmentionnées et de ses dépendances existantes. Le prix estimé par cette commission sera payé par la Compagnie concessionnaire qui sera pourtant représentée dans cette commission. Tout propriétaire privé qui n'accéderait pas à cette condition il lui sera proposé de travailler lui-même ces mines de charbon en se conformant toutefois au système du Gouvernement en vigueur en cette matière, et pour ce un terme de deux ans tout au plus sera fixé. Si dans l'intervalle de ce délai il ne travaille pas les mines en question, les propriétés où ces mines sont situées seront prises des mains de son propriétaire suivant les formes ci-haut déterminées et seront données à la Société concessionnaire afin de les travailler suivant les conditions ci-dessus énoncées. La Compagnie concessionnaire payera la dîme soit en argent soit en nature à l'option du Gouvernement sur le charbon qu'elle aura extrait à ses frais pour le service de la ligne; si la dîme est perçue en nature elle sera consignée par la Compagnie à Smyrne, et si elle l'est en argent elle sera calculée sur le prix courant du charbon sur la dite place. La Compagnie payera outre la dîme un droit additionnel de douze pour cent sur le charbon qu'elle aura en dehors du besoin de la ligne extrait des mines qui lui sont concédées, soit qu'elle vende ce charbon pour le commerce intérieur ou extérieur, soit qu'elle s'en serve pour des besoins indépendants du chemin de fer, le droit additionnel sera calculé sur le prix de vente et acquitté au comptant. Toute quantité de charbon qui aura payé le droit sera franc des droits de douane. À l'expiration des



cinquante années de la concession ces mines avec toutes ses machines, outils, matériaux, charbons routes aboutissantes, etc., redeviendront à titre gratuit la propriété absolue du Gouvernement. L'exploitation de ces mines de charbon requérant un capital séparé outre celui d'un million et deux cents milles Livres sterling garanti pour la ligne, le compte de dépenses et recettes des mêmes sera tenu à part et les pertes ou les bénéfices en seront au détriment ou au profit de la Compagnie exclusivement. Si la Compagnie dans le délai de deux ans à partir de l'époque de l'ouverture totale de la ligne n'aura pas commencé l'exploitation des mines ci-haut mentionnées et déjà découvertes le Gouvernement sera libre de les exploiter lui-même ou de les concéder à toute autre Compagnie.

Art. 13.—La Compagnie est autorisée à faire à ses propres frais des coupes de bois gratuitement dans les forêts de l'État pour la construction du chemin de fer et de ses dépendances exclusivement et à prendre également dans les carrières de l'État la pierre nécessaire aux travaux du chemin dans une distance de trente milles Anglais soit soixante-dix mille quatre-cents pics Turcs de chaque côté de la ligne avec l'obligation pour elle de se conformer dans l'un et l'autre cas aux règlements en vigueur y relatifs. Si la Compagnie veut faire des coupes de bois dans les forêts particulières ou extraire des pierres dans les carrières privées elle devra au préalable s'entendre avec les propriétaires.

Art. 14.—L'emploi des sommes dépensées à l'exécution des travaux de la ligne et de ses embranchements devant être dûment justifié et vérifié un mode spécial de vérification sera établi et d'après ce mode le cahier signé et légalisé des dépenses faites pour les travaux du chemin de fer et de ses dépendances sera remis au Gouvernement, qui après l'avoir examiné le conservera dans ses Archives. Un règlement spécial déterminera les formes suivant lesquelles la Compagnie sera tenue à justifier vis-à-vis l'État des frais annuels d'exploitation et d'entretien de la ligne et de ses recettes.

Art. 15.—Les travaux de la construction du chemin de fer seront surveillés par un ou deux Commissaires spéciaux du Gouvernement Impérial qui en agissant d'après les instructions qui leur seront données veilleront à la bonne exécution de tous les travaux de la ligne afin de constater que ces travaux sont conduits et terminés en parfait ordre requis pour assurer l'exploitation satisfaisante de toute la ligne. Le traitement de ces Commissaires sera payé par le Gouvernement mais leurs frais accessoires nécessités par leur mission sur les lieux seront à la charge de la Compagnie.

Art. 16.—La Compagnie déposera au Ministère Impérial des Finances en espèces ou en valeurs Turques la somme de vingt-

quatre mille Livres sterling qui représente deux pour cent sur le Capital d'un million deux-cent milles Livres sterling comme cautionnement pour l'exécution de toutes les clauses de la présente convention. En cas de non exécution de la même dans les termes fixés, ces vingt-quatre milles Livres sterling appartiendront au Trésor Impérial. Si les travaux de la ligne sont suspendus ou abandonnés par la Compagnie quel qu'en soit le motif sauf force majeure, le Gouvernement aura le droit de s'en saisir dans l'état ou elle se trouvera y compris tout le matériel en donnant cependant six mois de terme à la Compagnie à partir du jour de la suspension ou de l'abandon des travaux et en avertissant les agents de la dite Société. Si dans cet interval la Compagnie ne reprend pas les travaux le Gouvernement prendra possession de la ligne et de son matériel à titre gratuit et confisquera le cautionnement sans que la Compagnie puisse demander l'indemnisation de ses frais et autres. Dans ces cas les mines de charbon avec toutes leurs dépendances spécifiées dans l'article 12 reviendront gratuitement à l'État. Si pourtant il se rencontre des difficultés imprévues dans les perçus ou souterrains le Gouvernement prolongera le terme fixé pour l'achèvement des travaux. Cette prolongation ne dépassera pas le terme exact qui sera défini techniquement par le Commissaire spécial du Gouvernement sur un rapport des Ingénieurs préposés par l'État et la Compagnie.

Art. 17.—La voie ferrée portera le nom de "CHEMIN DE FER OTTOMAN DE SMYRNE À AIDIN DE SA MAJESTÉ IMPÉRIALE LE SULTAN" et sera placée sous la haute surveillance de la Sublime Porte afin que les principes de la concession et les lois générales de l'Empire soient maintenus et respectés.

Art. 18.—La durée de la concession tant pour la ligne principale que pour les embranchements qui font l'objet de l'article 3 est fixée à cinquante ans qui courront à partir de l'expiration de l'époque fixée pour achèvement de la ligne. Le Gouvernement de Sa Majesté Impériale le Sultan aura la faculté de renouveler la durée de la concession ou de prendre possession de la voie ferrée conformément à l'article 19. Si le Gouvernement Impérial renouvelle la concession à son expiration la durée de la deuxième concession sera de vingt-cinq ans. Et à la fin des soixante-quinze ans la Sublime Porte aura le droit de la renouveler de vingt ans à vingt ans. Et la Société concessionnaire sera obligée à accepter ce renouvellement. En cas de prise de possession de la ligne ou de renouvellement de la concession avis officiel en devra être donné à la Compagnie deux ans avant l'expiration de la concession. Ces conditions de la prolongation de la concession ne s'appliquent point aux mines de charbon et de ses dépendances.

Art. 19.—Dans le cas où le Gouvernement Impérial fasse usage

de la faculté qu'il se réserve de prendre possession du chemin de fer et de ses dépendances à la fin de la concession il devra payer à la Compagnie un million Livres sterling quel que soit le montant des sommes qu'elle aura dépensée au delà d'un million tant pour l'établissement de la ligne principale que pour celui de ses embranchements pourvu que le revenu net de l'entreprise ne dépasse pas une somme de cinquante mille Livres sterling par an dans laquelle les bénéfices des mines de charbon ne pourront pas être compris. Si les sommes réellement dépensées aux travaux de la ligne principale et de ses embranchements sont inférieures à un million le Gouvernement ne devra payer dans ce cas que les susdites sommes inférieures à un million si même les revenus annuels du chemin dépasse les cinquante mille Livres sterling. Le Gouvernement payera à la Compagnie une somme de deux-cents mille Livres sterling pour chaque dix mille Livres sterling de revenu net par an que ce chemin de fer produira au delà de cinquante mille Livres sterling et ainsi de suite jusqu'à la concurrence de cent-mille Livres sterling, qui établira le maximum de deux million Livres sterling pour prix de rentrée en possession c'est-à-dire que le Gouvernement ne paiera que deux millions Livres sterling au maximum quel que soit le revenu net de la ligne excédant les cent milles Livres sterling par an : À la fin de la deuxième concession et de celles que le Gouvernement Impérial a la faculté de renouveler, la Sublime Porte ne payera qu'un million et deux-cents mille Livres sterling quel que soit l'importance des revenus de la ligne. Le Gouvernement à la fin de la deuxième concession et de celles qui la suivront ne reconnaitra pour capital employé aux travaux de la ligne que la dite somme d'un million deux-cents mille Livres sterling. Toutefois si ce capital n'aura pas réellement atteint cette somme le Gouvernement ne la remboursera qu'en la proportion de moins qu'elle aura été dépensée lorsqu'il prendra possession de la voie ferrée à la fin de la concession, et ne payera enfin au maximum qu'un million deux-cents milles Livres sterling quelle que soit la somme qui excédera ce capital. Le Gouvernement aura cependant la faculté de rembourser le prix ci-dessus mentionné de rentrée en possession de la ligne en bons du trésor (Sehim) portant six pour cent par an d'intérêt. Dans ce cas les revenus du chemin de fer resteront comme garantie supplémentaire des dits bons.

Art. 20.—L'État garantit à la Compagnie pendant les cinquante années de la concession un intérêt de six pour cent par an sur le capital employé par elle au maximum jusqu'à la concurrence de la somme d'un million deux-cents mille Livres sterling à l'exécution des travaux de la ligne elle-même et de ses embranchements. Si le capital employé est moins d'un million deux-cents milles Livres sterling l'État devra payer l'intérêt en proportion et ne

reconnaîtra aucune somme excédant un million deux-cents mille Livres sterling, et en conséquence l'intérêt garanti annuellement par l'État ne pourra dépasser la somme de soixante-dix mille Livres sterling. Avant l'achèvement total des travaux de la ligne jusqu'à Guzel Hissar Aïdin la garantie de six pour cent sera due pour les sommes dépensées à l'exécution des sections définitivement livrées à l'exploitation et ce en proportion des dépenses de construction de chaque section ouverte qui auront été dûment justifiées, et dont il sera tenu compte simultanément tant par la Compagnie que par un commissaire du Gouvernement. Ces comptes seront revus et réglés à l'époque de la mise en exploitation de toute la ligne de Smyrne à Guzel Hissar Aïdin et à partir de cette époque la garantie de six pour cent sera due pour toute la ligne. Lorsque les bénéfices nets de la ligne excéderont les sept pour cent sur le capital garanti par l'État, cet excédant dans quelque année qu'il se produise ou quel qu'en soit le montant sera divisé à égale portion entre la Compagnie et le Gouvernement. La moitié de cet excédant de bénéfices nets attribuée au Gouvernement sera payée au Trésor Impérial en comptant par la Compagnie. Si le Gouvernement renouvelle la concession à la fin des premières cinquante années d'après les dispositions de l'article 18 la garantie de six pour cent d'intérêt devra cesser entièrement pour les nouvelles concessions, mais la condition d'attribuer au Gouvernement la moitié des bénéfices qui dépasseront les sept pour cent ainsi que toutes les autres clauses de la concession seront maintenues.

Art. 21.—Si contre toute attente le Gouvernement est jamais dans le cas de payer soit en entier soit en partie l'intérêt de six pour cent garanti par lui sur un million deux-cents mille Livres sterling la Compagnie s'engage à tenir un compte exact de toutes les sommes ainsi payés par l'État. Et les revenus nets de la ligne excédant le six pour cent sur le capital garanti par l'État en quelque année qu'ils se produisent sans pouvoir être divisés entre l'État et la Compagnie d'après l'article précédant seront entièrement destinés au paiement intégral des sommes que le Trésor Impérial aura payées en conséquence de la garantie d'intérêt de la ligne.

Art. 22.—Le Gouvernement s'engage à ne concéder aucune autre ligne ferrée entre Smyrne et Guzel Hissar Aïdin qui pourrait faire concurrence soit directement sur la route qui s'étend de Smyrne à Guzel Hissar Aïdin soit indirectement sur des localités de cette route ou par des détours faits des environs entre Smyrne et Guzel Hissar Aïdin sans avoir obtenu au préalable l'assentiment de la Compagnie. La Compagnie de son côté est tenue de ne pas étendre le chemin de fer et ses embranchements concédés au delà des limites fixées dans la présente convention sans avoir obtenu au préalable le consentement du Gouvernement.

Art. 23.—Tous les établissements mentionnées dans les articles

qui précèdent comme ligne ferrée principale, routes grandes ou petites chaussées ou ferrées secondaires, quai special, magasins, stations, gare, wagons, locomotives, machines et toutes espèces de matériels ou constructions pour le service du chemin de fer, reviendront à l'État à l'expiration de la concession conformément à l'Article 19. Tous les objets mentionnées ci-haut et faisant partie du chemin de fer et de ses dépendances seront consignés en bon et parfait état de service et d'exploitation.

Art. 24.—La Compagnie est autorisée à réunir par émission d'actions le Capital nécessaire à l'exécution des travaux de la ligne et de ses embranchements. La Compagnie s'engage à réserver un quart des dites actions pour les sujets de la Sublime Porte aux même prix et conditions qu'aux autres souscripteurs. La partie de ces actions qui ne serait pas souscrite dans le délai fixé par la Compagnie sera remise à la disposition de la même.

Art. 25.—La Compagnie devra avant de commencer l'exploitation de la ligne et dans le plus bref délai possible rédiger ses statuts, fixer le tarif général, faire les réglemens spéciaux ayant pour objet la protection de ses intérêts, la sécurité de la vie et de la propriété des voyageurs, le bon conditionnement des marchandises sur toute l'étendue de la ligne, et les détails de son administration exécutive. Ces statuts tarif général et réglemens spéciaux seront rédigées de la manière déjà pratiquée, soumis au consentement et à l'approbation du Gouvernement Impérial, et mis en exécution après avoir obtenu la sanction de Sa Majesté Impériale le Sultan. L'augmentation ou la diminution du tarif ne pourra avoir lieu sans le consentement du Gouvernement Impérial. Il est pourtant entendu que le Gouvernement n'interviendra en aucune manière dans la nomination du personnel de la direction et des employés de la ligne, ainsi que dans tout ce qui concerne les réglemens relatifs au service et au trafic convenus du chemin. Toutefois la Compagnie dans son ensemble est soumise aux lois et aux réglemens généraux de l'Empire existants ou à intervenir, de même que les individus au service de la Société seront individuellement sous la protection de la nation à laquelle ils appartiennent. Mais toute action civile ou criminelle intentée contre eux aura cours suivant les antécédents établis en pareils cas.

Art. 26.—Tout différend du Gouvernement contre la Compagnie ou de la Compagnie contre le Gouvernement qui pourrait s'élever sera jugé et décidé par une Commission mixte composée d'arbitres nommés en nombre égal des deux parts. Le jugement de ces arbitres sera inappellable et les formes suivant lesquelles seront nommées ces arbitres ainsi que le sur-arbitre en cas de partage de voix seront déterminés dans les réglemens d'administration intérieure de la ligne dépendant de la sanction de la Sublime Porte.

Art. 27.—La Compagnie est autorisée à importer libre de tout

droit tous les matériaux nécessaires à la construction et à l'usage du chemin de fer et de ses dépendances exclusivement, bien entendu qu'elle doit donner la préférence aux produits de la Turquie. Si la Compagnie importe des matériaux au delà de ce qui pourrait raisonnablement être nécessaire pour le service de la ligne, ces matériaux seront saisis comme contrebandes et retomberont sous les dispositions de la loi des douanes.

Art. 28.—La Compagnie s'engage à transmettre les dépêches de l'État soit par convoi soit par télégraphe gratuitement pendant tout le temps de la concession et à transporter moyennant une petite somme fixée par une commission mixte les malles des lettres privées affranchies à la Poste Impériale. Les espèces d'or et d'argent du Trésor Impérial à la moitié du tarif général, les militaires au tiers du tarif de la troisième classe, et le matériel de guerre au tiers du tarif de la troisième classe des marchandises. La Compagnie réservera dans le convoi une fois et si c'est nécessaire deux fois par jour un compartement suffisant pour les malles de la Poste Impériale et une place convenable pour l'Agent de la même.

Art. 29.—Les réglemens de la Compagnie seront soumis à l'approbation et à la sanction du Gouvernement Impérial dans le délai tout au plus d'un an à partir de la date du Firman de concession. Les travaux de la ligne devant commencer dans le même délai d'un an à dater des présentes, si le règlement de la Compagnie n'est pas présenté et si les travaux ne sont pas commencés dans les délais fixés, la présente convention sera considérée comme non avenue et la Compagnie déchue de tous ses droits et le cautionnement confisqué.

# I.

## COPIES OF LETTERS ON SUBJECT OF CONSTANTINOPLE ROUTE TO INDIA.

*“ London, Jan. 1st, 1850.*

“ TO THE RIGHT HON. VISCOUNT PALMERSTON, G.C.B., &c.

“ MY LORD,—I have the honour to address your Lordship upon a subject, for which I have during many years anxiously and not unsuccessfully laboured, — the shortening of the period and the improvement of the means of communication with and throughout the British possessions in India.

“ 2. The accompanying documents, noted in the margin, will show the successive steps by which, through the instrumentality of the many who have contributed their aid, this important object has been hitherto steadily advanced; and it is with a view to

the gradual development of these plans, that I venture to submit them for your Lordship's consideration.

"3. Your Lordship will perceive that the route is already completed to Vienna, and commencing, under Government auspices, from Calcutta and Bombay, and I hope, under sanction of your Lordship's concurrence and approval, to be enabled to point out the means of carrying on the grand scheme of operations necessary to effect the object of communication, and, in so doing, to increase the influence and extend the commerce of Great Britain both in Europe and throughout the vast empire of the East.

"4. Without assuming to possess other or higher qualifications than a steady and determinate perseverance in a cause I conceive to be just and widely beneficial, I feel considerable reliance on those resources which have hitherto enabled me to overcome obstacles of an apparently insurmountable character.

"I confidently believe that I shall be enabled to establish a National Highway through Europe to the British possessions in Asia under circumstances of peculiar advantage to the country.

"5. The prominent feature in the national aspect of the plan consists in the employment which for some years will be afforded to the numerous classes in Great Britain, whose skilled labour, metals, and machinery will be mainly instrumental in the construction and conduct of the work, the funds for their payment being supplied by the foreign capital of the traversed states, and in the advantages, to be secured by special treaty, under which English exports, and produce and merchandise from the East imported into England, shall be conveyed for a term of years at low fixed rates. The employment of British workmen and materials would be a not unreasonable stipulation, were it not indicated as a measure of self-interest.

"6. The argument, which can alone be expected to influence the several Governments interested, will consist in the illustration of the benefits conferred by improved means of communication, and by the closer alliance and permanent friendly relations which may reasonably be expected to attend a work of such mutual advantage.

"The useful employment of foreign capital in foreign works will justify considerable exertions, by the nomination of a local commission of inquiry, and otherwise, on the part of these Governments to raise it; and the consequent large carrying trade between the East and the West would supply the sufficient inducement to subscribe it.

"The states referred to are France, Baden, and Wurtemberg, Belgium, Prussia, Germany, Bavaria, Austria, Turkey, Persia, and Beloochistan.

"The distances traversed through each, with the average outlay

of each state, and the annual charge for interest on the loans raised for the purpose, are shown on the annexed Table :—

“7. The objections which may be raised to the political bearings of the case will be found to be less valid than may at first sight appear, inasmuch as it is a necessary consequence of the measure, that the earliest information upon all subjects will be furnished to the British authorities, and maintained by the continuous line of English *employés*, who will be retained to secure the efficiency of the working.

“8. The outline of the plans I have in view may be briefly defined.

“The European lines are already completed from the coast of the British Channel to Vienna, the distance about 1,000 miles, which will be hereafter reduced to about 700 miles. The Austrian extension to the frontier will be 300 miles. The distance on either side of Constantinople will be, through European Turkey 500, and through Asiatic Turkey 1,300 miles,—in all 2,800 miles from the Channel port to the port on the Persian Gulf.

“This would constitute the first step; the passage to Bombay, 1,600 miles, being made by steamers, and thence by railways to Calcutta and the interior of India.

“The second step embraces the extension from the port on the Persian Gulf through Persia 550 miles, and Beloochistan 550 miles, to the Indus, a distance of 1,100 miles. The connection with the North West Provinces, and southward with the Nerbudda Valley, would complete the chain of communication by the East Indian and Indian Peninsular lines with Calcutta and Bombay.

“The third step, which will connect the East Indian Trunk line, through the Nepaulese range of the Himalayahs, with the river Sampoo, will open up the entire trade with China and the Eastern Seas, by means of the rivers Yeangtsekiang and Maykiang.

“9. The inducements for co-operation consist in the undeniable conviction, that special commercial treaties between Great Britain and the several traversed states will be conducive to mutual benefit—to the former as reducing the communication with all parts of India to ten days, to the latter as securing a large carrying trade.

“10. The detailed arrangements, by which it is proposed to proceed with the necessarily gradual steps for the ultimate attainment of the object, are of a nature to require very careful and mature deliberation; but with your Lordship's permission, I shall be prepared, before leaving England next month, to submit the principal points for your Lordship's consideration, before coming to a decision, whether my object is one in which your Lordship will feel called upon to render that degree of protective aid, which is alone requested by,

“My Lord, your Lordship's most obedient Servant,

“MACDONALD STEPHENSON.”



NATIONAL HIGHWAY.—TABLE OF DISTANCES AND COST.

Miles.	COUNTRY TRAVELLED.	Miles open or in course of construction.	Miles required to complete section.	Average Cost, estimated at £1000 per mile.	Annual Interest on Cost, at 5 per cent.	ESTIMATED TOTAL DISTANCE AND COST TO EACH COUNTRY.			SUMMARY OF RAILWAY COMMUNICATION IN PROGRESS AND PROPOSED IN BRITISH INDIA.					
						Miles.	Cost.	Annual Interest.	Trunk Line from—		Miles.	Cost.	Annual Interest.	
A	Belgium . . .	150	0	£ . . .	£ . . .	150	1,500,000	75,000	Calcutta to the North- West Provinces . . .		1,200	12,000,000	600,000	
B	Prussia . . .	55	25	250,000	12,500	80	800,000	40,000	Bombay to Hosangabad . . .		450	4,500,000	225,000	
C	Germany . . .	10	30	300,000	15,000	40	400,000	20,000	Sonne and Netpudda . . .		450	4,500,000	225,000	
D	Bavaria to Nurem- burg . . .	60	60	600,000	30,000	120	1,200,000	60,000	Valley Line Hyderabad on Indus to Punjab . . .		500	5,000,000	250,000	
D	Bavaria beyond Nuremberg . . .	0	120	1,200,000	60,000	120	1,200,000	60,000	Hyderabad to Hosangabad . . .		600	6,000,000	300,000	
E	Austria . . .	130	270	2,700,000	135,000	400	4,000,000	200,000	Third Division Line to River Sampo . . .		3,200	32,000,000	1,600,000	
F	Turkey in Europe . . .	0	500	5,000,000	250,000	500	5,000,000	250,000	River Sampo . . .		300	3,000,000	150,000	
F	Turkey in Asia . . .	0	1,300	13,000,000	650,000	1,300	13,000,000	650,000	Total Indian Trunk Lines . . .		3,500	35,000,000	1,750,000	
G	Persia . . .	0	550	5,500,000	275,000	550	5,500,000	275,000						
H	Beloochistan . . .	0	550	5,500,000	275,000	550	5,500,000	275,000						
<i>Or by France,</i>						405	3,405	34,050,000	1,702,500	AGGREGATE DISTANCES AND COST.				
J	France . . .	450	0	£ . . .	£ . . .	450	4,500,000	225,000	Lines open or in progress . . .		405	4,050,000	202,500	
K	Baden . . .	70	30	300,000	15,000	100	1,000,000	50,000	Lines required to com- plete First Division . . .		2,305	23,050,000	1,152,500	
L	Wurttemberg . . .	0	10	100,000	5,000	10	100,000	5,000	Lines required to com- plete Second Division . . .		1,100	11,000,000	550,000	
M	Bavaria to Nurem- burg . . .	0	40	400,000	20,000	40	400,000	20,000	Lines required to com- plete Third Division . . .		300	3,000,000	150,000	
D to H	Beyond as above . . .	0	3,290	32,900,000	1,645,000	3,290	32,900,000	1,645,000	Indian Lines . . .		3,203	32,030,000	1,600,000	
						520	3,370	33,700,000	1,685,000	Totals . . .		7,310	73,100,000	3,655,000

*"9th July, 1850.*

"TO THE RIGHT HON. VISCOUNT PALMERSTON, G.C.B.

"MY LORD,—I have the honour to report to your Lordship the result of my continental inquiry, in reference to the future inter-communication by land between Great Britain and British India.

"The letters of introduction with which your Lordship favoured me to Her Majesty's representatives at the several European Courts obtained upon all occasions prompt attention, and enabled me to prosecute the object with despatch and effect.

"In Belgium His Majesty personally expressed deep interest in a work which, as conducing to such momentous results, claimed and should assuredly receive the most cordial support which could be in any way afforded by the Belgian Government, and, with the view to this end, desired that the Belgian representative in Constantinople should be apprised of His Majesty's views and wishes, and that he should render all the assistance in his power to promote the object.

"In France (alternative lines traversing both Belgium and France), the apprehension of interference with the existing Marseilles route was admitted by M. Bineau, the Minister of Public Works, who eventually intimated that, although France could take no part in initiating such a measure, the French Government, whenever the time arrived for discussing the terms of an international highway treaty, would be prepared to entertain it in a liberal and catholic spirit.

"In Wurtemberg the importance of the measure was appreciated, and many valuable suggestions submitted, with the assurance of earnest support in any way that can be indicated as tending to its promotion, provided the Austrian Government are not opposed to it.

"In Bavaria and the Germanic confederation the unsettled state of the country, both politically and in reference to the proposed Zollverein modification, prevented any more definite assurance of support, than that, as it was palpably the interest of those States to concur and co-operate, they would doubtless do so, when the disturbed state of affairs permitted its deliberate consideration.

"From Prussia the views of the Government have not been yet ascertained; the comparatively slight interest, which, in a commercial point of view, Prussia will have in the line, and the more important subjects which have of late engrossed the attention of that Government, have probably prevented its early full consideration.

"In Austria the full value of the work was at once understood and admitted, and though in some respects interfering with the present Trieste route, the Government intimated through the

Ministers, M. Bach and M. de Brück, that it should have their most strenuous support, and that the Government had already decided upon extending their existing lines of railway in both the directions desired, from Vienna, by Sattyburg and Lintz to Manech, and also to the confines of Turkey.

"From the Ottoman Porte the views of the Government have not yet been signified. The necessity for reaching Calcutta by a specified date prevented my proceeding, as I had intended, to Constantinople, to submit personally the plans, which I therefore communicated by writing.

"The enclosed document will apprise your Lordship of the form in which on the present occasion I have requested the co-operation of foreign states, and upon receipt of the reports referred to I shall have the honour to again address your Lordship.

"To Lord Howard de Walden, H. E. the Marquis of Normandy, J. R. Milbanke, Esq., Sir Alex. Malet, the Lord Cowley, and H. E. Viscount Ponsonby I am indebted for sound and judicious counsel, by which I have been invariably guided.

"To Prince Metternich, Viscount Kerekhove, to Count William of Wurtemberg, Prince Callimaki, M. de Musurus, Baron Rothschild, and to the Austrian Ministers MM. Bach and de Brück, I am bound to acknowledge my obligations for their zealous exertions to promote a great national work, with the full value and effects of which they appeared sensibly impressed.

"I have the honour to be,

"My Lord,

"Your Lordship's obedient and faithful Servant,

(Signed)

MACDONALD STEPHENSON."

"SIR,—I have received and laid before the Most Noble the Governor-General in Council your letter dated the 11th instant, submitting a plan which you have projected for uniting Europe with India by a line of railway communication continued through Asiatic Turkey.

"2nd. The project consists of a proposal for continuing the European Railways, already completed (His Lordship in Council is informed,) as far as Belgrade, and about to be constructed from Belgrade to Constantinople, by a line of rail from Constantinople through Asiatic Turkey to Bussorah. The project contemplates hereafter a prolongation of this line from Bussorah through Persia and Beloochistan, but at present the scheme would complete the communication with India by steamers from the mouth of the Euphrates down the Persian Gulf.

"3rd. You desire to elicit from the Government of India an expression of its approval of your project, and of its readiness to render assistance in the way of surveys and otherwise.

"4th. This great project is, of course, in the merest outline at present. But such an undertaking once completed, and reducing the distance between England and her dominions in India to little more than ten days' journey, would prove of vast national importance, and would be a great step in the progress of the world.

"5th. The Government of India has no hesitation, therefore, in expressing, to that extent, its approval of your project; and its readiness at the proper time to give such assistance in respect of surveys and otherwise, as its authority and the means at its command may enable it to contribute.

"I have the honour to be, Sir,

"Your most obedient Servant,

"G. F. EDMONSTONE,

"*Secretary to the Government of India.*"

"*Fort William, the 30th January, 1856.*

"*To R. M. STEPHENSON, Esq.*"

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FROM THE "TIMES."

"It," (the comprehensive Overland route) "is not simply a commercial undertaking; it involves a national agreement. The question is not simply, how shall we get most quickly to India? how shall the Indian trade be best fostered? how shall English interests be best secured? These are indeed important points, and it is pleasant to be told that if this measure be carried into effect we shall be able to proceed, as Mr. Stephenson declares, 'from London to and from all parts of India within a period of one week, and at a cost of less than half what is now paid for a six weeks' or four months' passage. But we alone are not concerned. France is concerned; for it has the port of Marseilles to maintain, and in giving its adhesion to this scheme it must consider whether the increased traffic by Calais and Boulogne will compensate for the diminished traffic by Marseilles. Belgium is concerned; for through Ostend it has everything to gain. Austria and some of the German States are also interested in the question, for they too have everything to gain, in a commercial point of view, from the change. But of the Continental States Turkey is the one that will benefit the most, and the establishment of a line of railway from Belgrade to Constantinople, and thence to Bussorah, would be a fitting sequel to the treaty of Paris. Duties onerous enough

have devolved upon the Western powers in relation to Turkey, and it seems to be generally recognised, that only by bringing the decayed Ottoman civilisation into closer contact with the life and science and commerce of the West can we reasonably hope to avert its final fall. And now that peace has once again dawned upon the world, and we are still thinking of the armaments which it will be necessary to maintain in order to be prepared for renewed hostilities, let us say, that while armies are not to be entirely disbanded, nor forts entirely dismantled, yet among the most effectual of military resources is that commerce which supplies the sinews of war, and that, as a mere question of strategy, lines of railway may prove to be a more successful and not less far-sighted defence than the lines of Torres Vedras themselves."—Leading Article in *The Times*, May 26, 1856.

THE END.

